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THE
BICYCLING
WORLD and
MOTORCYCLE REVIEW

Incorporating THE WHEEL, the AMERICAN CYCLIST and the MOTORCYCLE MAGAZINE.

New York, N. Y., Saturday, March 30, 1907.

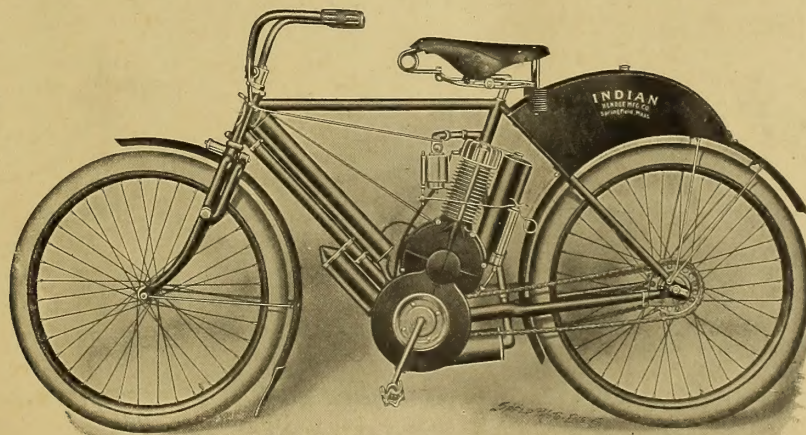
U. S. PATENT OFFICE
APR 1 1907

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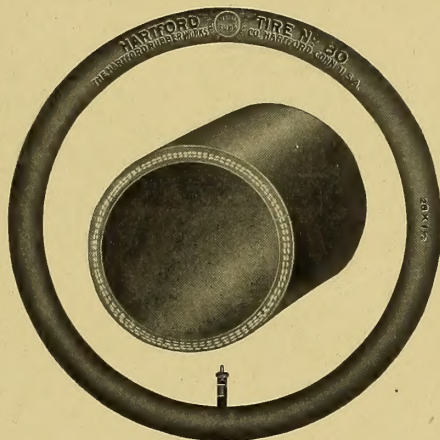
The little book, "The Best Price to Pay," which details the experiences and "confessions of a self-deluded motocyclist," graphically portrays the "brainstorms" it is possible for a motorcycle to develop. We will be glad to send you a copy.

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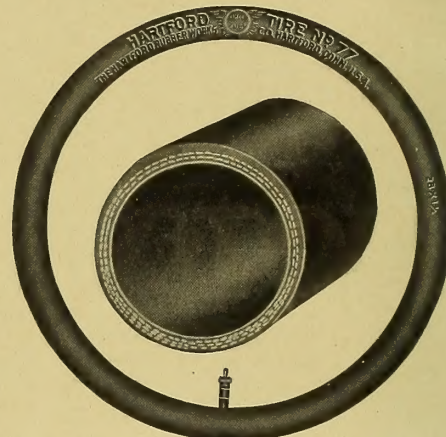
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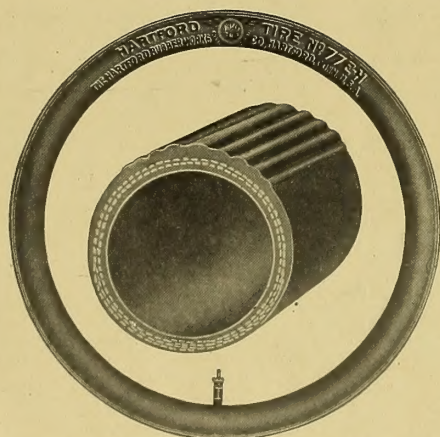
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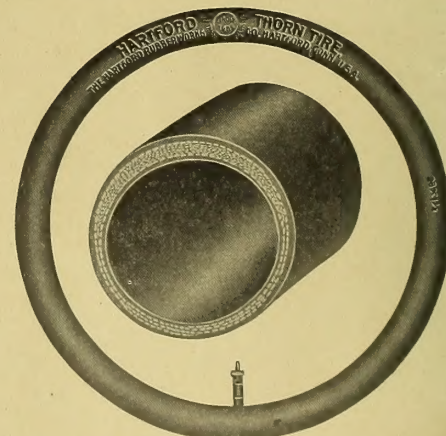
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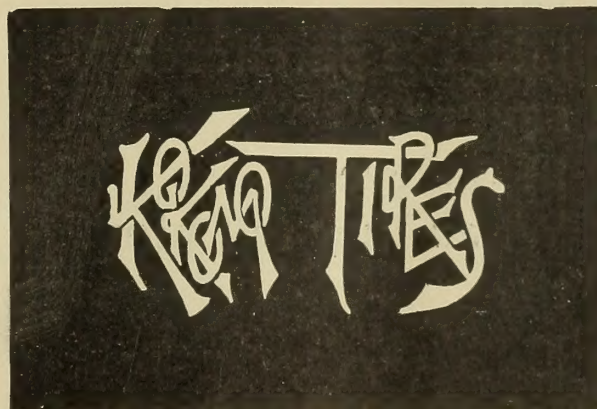
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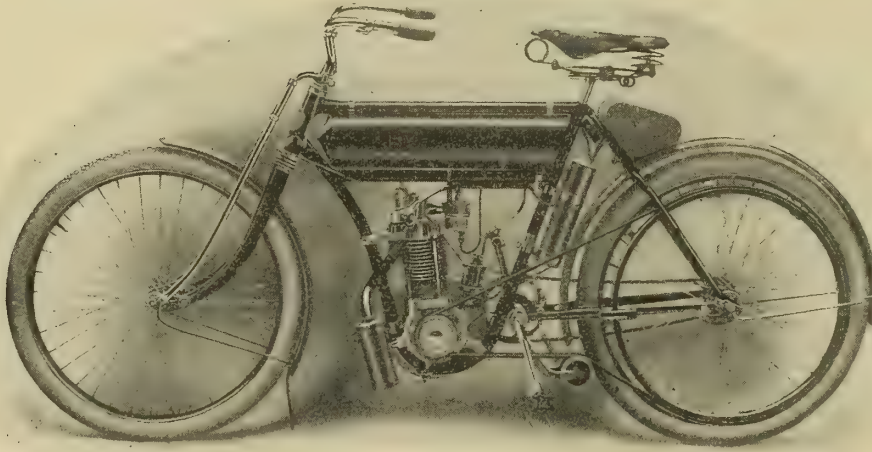
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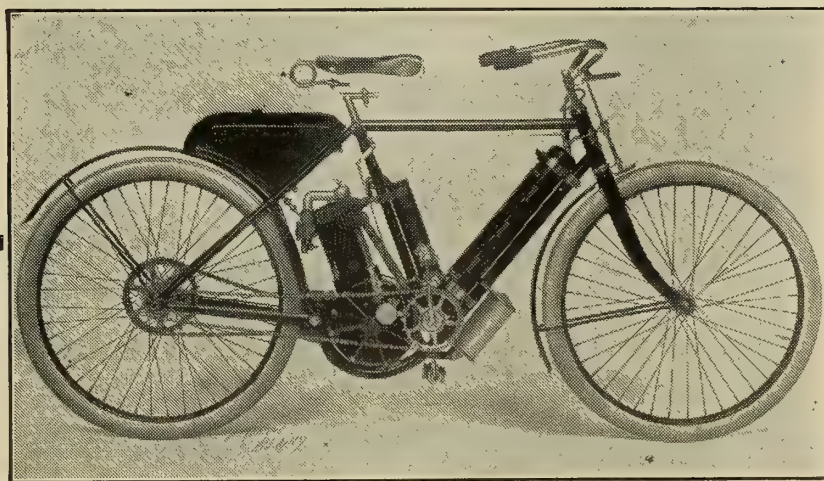
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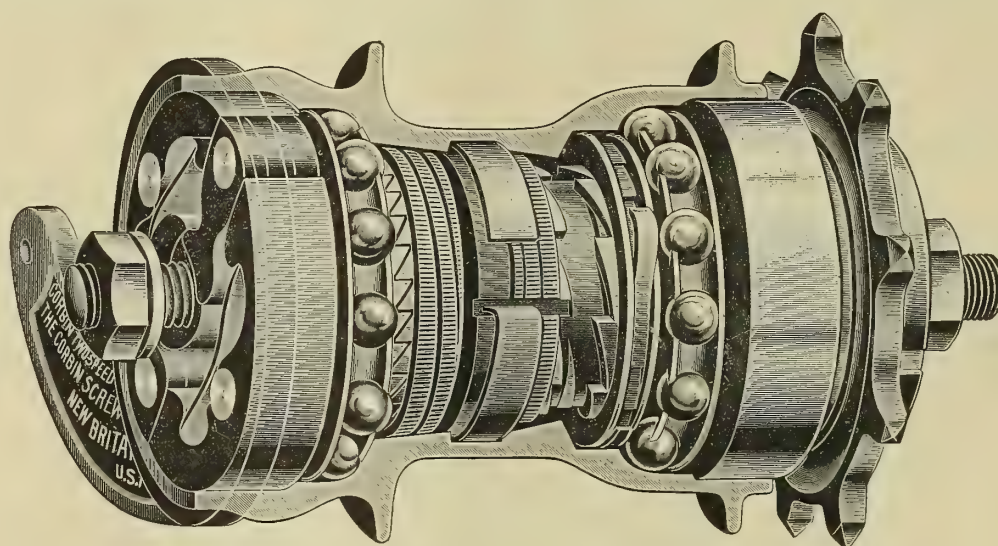
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THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877.

Volume LIV.

New York, U. S. A., Saturday, March 23, 1907.

APR 1 1907

No. 26

NOT COMPARABLE, SAYS BALL

Merkel Man on Motorcycle Conditions—
The Demand East and West, Where
“Curbstone Agents” Still Exist.

John R. Ball, treasurer of the Merkel Motor Co., Milwaukee, was among the trade visitors in New York this week. It was his first visit since he became identified with the Merkel interests and his personality makes it easy to understand the increased vigor that since has characterized Merkel affairs.

Mr. Ball came East to become personally acquainted with his agents in this part of the country. He had just returned from the Providence show, where one of his banner agents, B. A. Swenson, had an exhibit and where the new 3 horsepower Merkel had been displayed for the first time. He was well pleased with the reception accorded it, and had the satisfaction of seeing its convert and make purchasers of four men who had been on the “two-cylinder fence.”

“It is simply astonishing,” Mr. Ball said in response to a question concerning the demand generally. “It is not comparable with any previous year.”

New England and the Eastern States, he said, are still responsible for the bulk of the demand. Probably due to the better roads, the dealers had accepted motorcycles more seriously and made of them what may be termed an established business, while excepting Chicago and one or two other cities, the Westerners are still inclined to be skeptical and as a result the interest and sales are widely scattered, one or two or three machines going here and there, but not very many to any particular place.

In the West, Mr. Ball stated also, the “curbstone agent” is still a factor to be reckoned with. As always, he is intent on obtaining a machine for himself at the trade price and usually he will buy wherever the figures are lowest and without

regard to quality. There are a very few manufacturers who still are dealing with such “agents,” but the Merkel people are not of their number. The “curbstone dealer” is one of Mr. Ball’s aversions. But at that he remarked the contrary attitude of many western bicycle agents. He said he had taken deposits for Merckels from individual buyers and in an effort to encourage and establish agents, had offered to turn over such orders to bicycle dealers in particular towns. Although all that was required of them was the delivery of the machines and the pocketing of the profits, most of them, amazing to relate, fought shy of it.

Cole Expands Once More.

The G. W. Cole Co., makers of 3-in-One, have removed their offices to 42 Broadway, New York. They were formerly located at No. 141 on the same street.

The removal is in itself a striking illustration of 3-in-One growth. Originally, at the old address the Cole people occupied one office, to which several others were gradually added. At their new location they are occupying a suite of rooms that comprises the major part of a wing of the big office building. At the same time, the Cole productive facilities have been correspondingly enlarged. Eleven years ago the “factory” in which the now widely known lubricant was made consisted of one room at Asbury Park. To-day a fine brick building at Rahway, N. J., the size of which has been doubled within a twelve-month, comprises the plant.

France’s Exports Up, Imports Down.

Statistics of the French cycle trade for the year 1906, which have been just issued, disclose a satisfactory state of affairs from the French standpoint: Imports have decreased, while exports have increased. In 1905, the value of foreign cycles and parts brought into France was \$1,556,400; in 1906 the value was \$1,191,600. The exports for the corresponding years aggregated, respectively, \$1,198,800 and \$1,244,800.

DUNLOP PAYS FINE PROFITS

Reduced Capital More Than Makes up for
Expiration of Monopoly—Subsidiary
Companies Prove Fruitful.

By reason of the expiration of its basic patents two years ago, Great Britain’s big tire concern, the Dunlop Pneumatic Tire Co., Ltd., lost the monopolistic advantages that the patents bestowed, and was thrown into free and open competition with a horde of eager competitors. That the big company has since been able to take good care of itself and make increasing profits without patent grant assistance is evidenced by its report for the year ending September 30, 1906, which has just been issued after some delay. The results indicate aggressive and successful business management and wise financing.

The net profits for 1906 on an authorized capital of £2,125,000, of which £2,119,948 is in outstanding issued shares of preferred, common and deferred stock respectively, was £165,787, or nearly 8 per cent. Of course the amount of this net profit will be divided among the shareholders in different proportions, according to the classification of their shares. Thus the directors have already paid the preferred stockholders a preference dividend of 5 per cent. per annum for the first half year ending March 31, 1906, and their recommendations provide for the payment of the same preference dividend for the last half of the year, ending September, 1906. The common stockholders are more fortunate, as their dividend is to be 8 per cent. for the year, since it appears that while the preferred shareholders have the first whack at whatever dividends there may be, their takings are limited to 5 per cent. per annum. Holders of deferred shares will receive 5 per cent. for the year. After these dividend payments there remains some £41,000, of which £25,000 will be set aside

for the purchase of debentures and £16,000 carried over on cash account.

As indicated above, the net profits for 1906, in free competition, permit generous dividends even on the deferred stock, in contrast to the years 1902 to 1905, inclusive. The net profits (after payment of debenture interest and all charges) and dividends in each year since 1901 have been as follows:

Year	Profit.	Pref. Per cent.	Ord. Per cent.	Def. Per cent.
1902	£ 99,092	5	5	nil.
1903	212,739	5	6	nil.
1904	105,336	5	2½	nil.
1905	114,551	5	4	nil.
1906	165,787	5	8	5

A reduction in capitalization was effected in 1906 from a total of £3,994,833 to £2,125,000, so that with the total net profits grown bigger, the dividend showing for 1906 is the best for some time.

The parent company has many subsidiary companies, whose stock it owns either in majority or total, and these subsidiary concerns are operated in such harmony of plan as to become mere departments of the whole. The dividends these companies pay the parent concern constitute practically the whole net profit of the latter, as the trading operations carried on in the name of the Dunlop Tyre Co. itself show little profit in actual figures, and a percentage in relation to volume of business that is absurdly small.

Loads the Wheels Bear.

While the fore wheel of a motorcycle is called upon to bear in addition to the weight of the load all the strains which are incidental to the steering function, the rear wheel, in addition to the dead load has to bear the burden of the propelling action. This is far heavier than might seem at first, and consequently the rider is apt to neglect the very important duty of inspecting the wheel in all its parts to make sure that it is in good condition, and running perfectly true. One loose spoke, for instance, may make all the difference in the world in the success of a trip.

Parts that Require Attention.

It is well to inspect the articulations of spring forks and frames to see that the bolts holding them together are in good condition and not in danger of sheering off, and that the nuts are well secured. Also it should be remembered that all parts which have relative motion are in need of regular and systematic lubrication.

Merkels with Mechanical Fastenings.

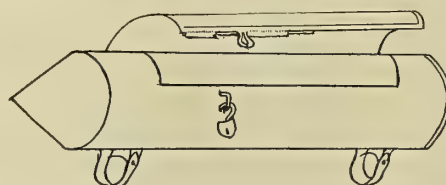
The Merkel Motor Co. is the first of the motorcycle manufacturers to take up the new Goodyear mechanically fastened tire. A portion of their output will be regularly equipped with it or when specified they will supply either this or the standard G & J clincher.

SPECIALTIES FOR MOTORCYCLISTS

Many Useful Little Articles Evolved by One Dealer—A Lockable Tool-box is Among the Number.

Frank B. Widmayer, who was the first of the New York dealers to become interested in motorcycles and who has been handling them ever since, has turned some of his long experience—and other men's experience—to good account, which is to say that he had made and is marketing a number of those "little things that come handy," with which most manufacturers are too busy to bother, but which nevertheless fill distinct wants.

The most conspicuous of these Widmayer specialties is a tool box that is instantly accessible and which also may be padlocked when so desired—and after a motorcyclist who stores his machine has



had more or less of the contents "borrowed," the desire for a tool bag or box with a lock and key becomes very pronounced. Widmayer's box, which is here illustrated, is of zinc, enameled, with a "dummy" torpedo head and a hinged lid. It is designed to be attached to the top tube of the machine and as the lid can be lifted without resort to straps or buckles, the tools are always within immediate reach.

An emergency foot rest is another of the New Yorker's specialties. It is merely a pedal spindle, with shoulders, threaded at both ends, so that in case a pedal is broken this emergency axle may be screwed into the crank and thus afford a rest for the foot. A battery plug or key with the metal shank slotted into four parts, thus permitting it to expand and assure a firmer contact, is another little improvement on the Widmayer list.

Among the other useful things he has evolved is a brass, cup shaped funnel of vest pocket size; a gasoline injector, which is merely a pocket oiler with automatic shut-off and with an extra long and curved spout to permit the fluid to be readily injected into a cylinder through the spark plug orifice; a tire iron or lifter to assist the removal of clincher tires; a special bracket for raising the cyclometer from the axle and bringing it into a more easily readable position, and a special spanner taking three sizes of nuts and designed particularly to reach the nuts on the Indian and R.-S. grip controls.

All of these things are as simple as they are useful and are so small that they can be readily stowed in any tool bag or pocket.

These various specialties well illustrate the peculiar demands that motorcycles are carrying in its train and point to the development of an extensive sundry business when the power machines fully "gain their stride."

New Occupation That is Open.

"While I would not reduce the bicycle business to scissor-grinders' methods," said the one-time rider, laughingly, "I think it would be a mighty good thing if some one who wants to make a little money and incidentally to help cycling would make a house to house canvass repairing tires on old bicycles at about this time of each year.

"In fact," he continued, "I really believe that if dealers and makers could only appreciate the true psychology of the thing they would subsidize a corps of fellows to go around everywhere and fix the tires on every bicycle they could get hold of in cellar or garret, for the one thing that stops a majority of men who have bicycles down cellar from taking up cycling in the spring is the bother of working away at a pair of hopeless looking, flat tires with a leaky, wheezing little hand pump and tire valves that stick, and getting oneself all dusty and annoyed. Most people have not got the courage to tackle the job, but if there were a man right there at the door to do it for them, they would be riding in a few hours, and if they had any more adjustments or repairs made they would ride right around to the bicycle man with the machine. This procedure is quite different from trundling a flat-tired, dusty old bicycle around to some repair man, or having it carted in an express wagon, and then going around yourself to see about it. I know that it has been those leaky tires that each spring have discouraged by taking up bicycle riding again, and I know at least a half dozen other men, who are in the same boat. If we could have that first ride just when we are in the humor to have it, I believe we'd keep right on cycling."

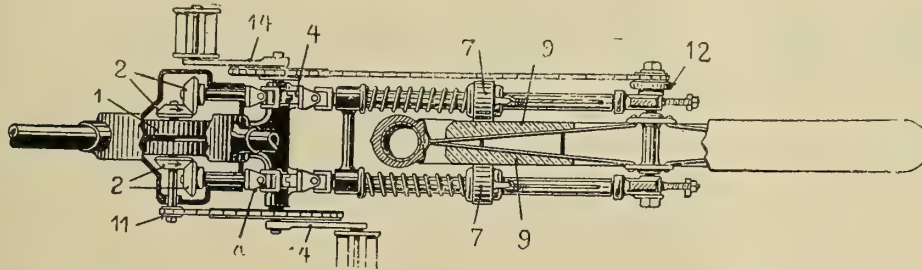
When the Motor is Overloaded.

"When an engine designed to carry one person is set to pull two, it must not be blamed if it sometimes strikes work," says a well-known authority on motorcycle matters. The fact of the matter is that too few riders are able to recognize the full import of an overloaded motor, no matter what the cause of the heavy duty imposed upon it, and therefore they are apt to fail in making proper allowances for the results. Even when the most natural result of an overload, that is to say, overheating, does not occur, it does not follow that the motor has not been laboring at a disadvantage. Every time it is forced to pull a heavy load at slow speed, it is forced to withstand a series of shocks which are ruinous in their tendencies. The careful man always uses his motor as easily as possible, and that is why he has so few mishaps with it.

INFINITE RANGE OF GEAR RATIO

German Invention, by Employing Friction Drive, Offers Change Speed for Motorcycles—Mechanism in Detail.

A change speed gearing for motorcycles permitting an infinite number of variations obtained by smooth gradations and without varying the speed of the motor, is the wonderful promise of a recent German invention, patents upon which have just been granted. Should this arrangement



prove practical, not simply would the rider be able to obtain the same rates of speed on level and hilly ground from a machine of the same weight as is now made with a single gear, but at the same time the horsepower required for a given weight of machine to attain certain speeds would be considerably less, or what is the same thing, with the same sized machine and the same sized motor as now is used, the rider could go faster on the level and climb hills faster than he now does. This would be accomplished without having recourse to anything more complicated in the way of gearing than a small spool covered with rubber or some other material having a high coefficient of friction, and bearing against a smooth disc mounted on the rear wheel. As a matter of fact there would be two spools and two discs, according to the original design, but the principle would be the same as though there were but one of each, and the complication would be but little greater.

The details of this very radical arrangement which are here illustrated, show what proves to be a plain friction drive, similar in principle to a system which has been in use upon automobiles for several years, and capable of transmitting the power of the motor to the rear wheel at any rate of speed from a very low to a very high, according to circumstances, and that without interrupting the pull upon the wheel or interfering with the action of the motor in any way, while changing. At the same time it permits the entire cutting off of the drive thus giving a free motor on occasion, as when passing through traffic or when testing the action of the latter as is sometimes required, at which time it is not necessary to mount the machine on a stand or to alter the driving gear except by pushing the controlling lever over to its extreme position. The doubling of the

driving element is useful in preventing distortion of the driving wheel owing to the pressure of the spools, but at the same time it lessens the strains upon the frame due to the thrusts caused by the motor pull, because it equalizes the strain on both sides, thus preventing tendency to warping of the supporting bracket or of the tubing adjacent to it.

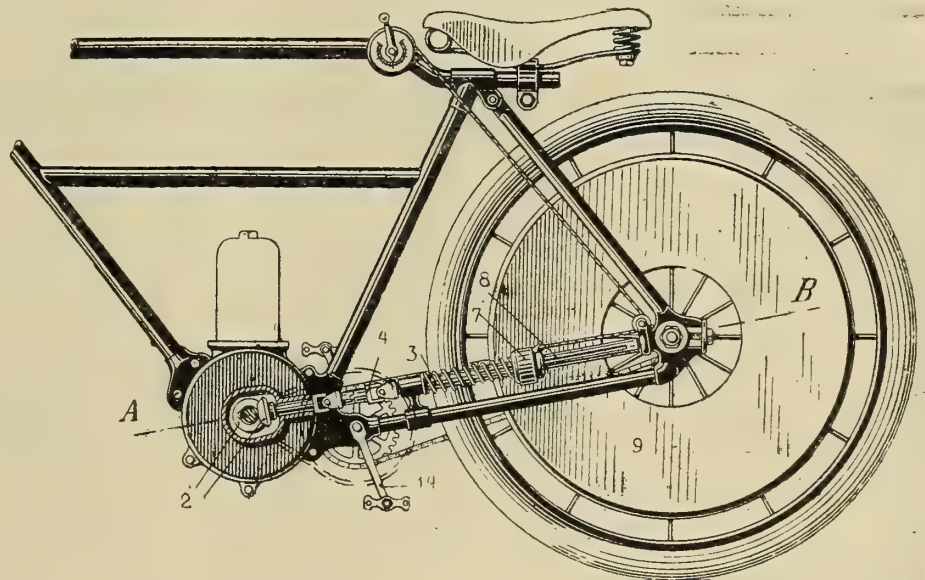
As is apparent, the power from the motor A, is transmitted through the bevel gears 2, which are keyed to the crank shaft 1, the short driving shafts upon which they in turn are keyed being provided with

double universal joints, 4, which join them to the longitudinal power shafts 8, running back to bearings in the rear forks and carrying the spools, 7, which bear against the surface of the smooth discs 9, mounted on the driving wheel B. These shafts are splined so that the spools are compelled to turn

wheel free to turn without regard to the motion of the engine.

As for the pedal mounting, which is accomplished in the usual manner, the pedals, 14, are connected with the driving wheel by means of a sprocket chain which drives a rear sprocket mounted outside the frame, but otherwise perfectly regular in its use and construction. A second driving sprocket, mounted on the left side of the machine is connected by chain with a smaller member on the motor crank shaft by means of which the motor may be started by the use of the feet in the usual way. This gear is, of course, provided with a ratchet connection at 11, which permits the motor to overrun the pedal shaft when it begins to work under its own power. Similarly the main driving gear is provided with a typical "free-wheel" clutch in the rear hub at point 12, by means of which the rider is enabled to keep his feet stationary on the pedals while the machine is running.

The effect of clamping the driven disc between the two spools when they are turning is to carry its surface along with them at the same rate of linear speed which they are making. Causing them to travel toward the center of the rear wheel gives them a point of contact upon a smaller circle than that which obtains at the outside of the disc and thus increases the speed



with them at all times through the medium of small keys. At the same time by means of a suitable collar a Bowden wire is connected with them which runs through guide pulleys to the controlling lever within reach of the rider and which when drawn up pull the spools along their shafts toward the center of the wheel. A pair of springs, 3, tend to draw them away from the center at the same time, so that when the tension upon the Bowden wires is relaxed, they will automatically traverse the face of the discs and finally slip off altogether against a stop, thus leaving the

of the wheel by increasing the angle through which the wheel must travel in following one revolution of the spools. The amount of power which can be transmitted in this way depends first, upon the nature of the two surfaces in contact, and second upon the pressure exerted between them, hence the materials being of a suitable nature, and the pressure against the disc equalized on both sides, the required effort may supposedly be transmitted without the requirement either of a heavier or stronger machine than is commonly built for chain or belt drive.

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treat it with

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FOUNDED 1877

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General Agents: The American News Co., New York City, and its branches.

Change of advertisements is not guaranteed unless copy therefor is in hand on MONDAY preceding the date of publication.

Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, MARCH 30, 1907.

How the Industry is Injured.

With that easy irresponsibility which is not uncommon to editorial writers on the daily press in commenting superficially on matters in general, the Boston Herald takes occasion, under the heading "Exit the Wheel," to say:

"Manufacturers of bicycles will have to admit that the day of the two-wheeled steed has gone by, except for utility purposes in the village and rural districts. New Yorkers are demanding that the bicycle path from 103d street up to Grant's tomb be made over for the use of children and nursery maids."

It is a typical instance of the manner in which calumny is heaped on the bicycle and damage done to a recovering industry.

Exaggeration would seem to tinge the spectacles of the inferentially inclined Bostonian, since an examination of the facts shows that the "New Yorkers" arrayed in such imposing reflection of popular sentiment are one lone and anonymous correspondent whose communication appeared in one New York paper.

That the suggestion should have been made at all is the only ground for comment, but its significance as interpreted by the discerning editor is as distant from the truth as his representation of the source

and support of the plan. The same unrestrained capacity for inference is calculated to betray him into many more unfortunate and absurd errors.

The path in question is a blind affair, leading to nowhere and starting at a point almost equally remote, and is only about a mile in length. Although designated as a cycle path, cyclists never found much reason or occasion to use it, and that it should be turned over to perambulators and nurse maid flirtation is almost innocent of meaning in relation to the bicycle.

By the same labored process of lucubration which brought the Herald writer to his remarkable conclusions, one may anticipate his startling the Herald's readers shortly with the announcement that railways and trolley lines are everywhere to be abandoned immediately, except in a few benighted communities, the overwhelming evidence of his position being that some railway tracks in Manhattan were recently taken up and work is now being begun for the removal of street car tracks on several short stretches, where cars are no longer run.

Innocuous as the intent of the Boston pleasantry may have been, it unpleasantly shows the mistaken attitude of the newspapers toward the bicycle business. A demand which annually calls for the manufacture of between 300,000 and 400,000 bicycles, with the figures growing, surely justifies the hope that the newspapers treat the industry fairly, instead of giving free reign to harmful rot. As the *Bicycling World* has urged before, it is necessary for everyone concerned with the welfare of the business and the sport to "nail" such libels wherever they appear, and by verbal or written protest to the editors and publishers emphasize the advisability of their treating the bicycle with the justice it deserves.

The Throbs of a Sorehead.

The *Bicycling World* is in receipt of a communication from a sorehead. Although his words rendered it unnecessary he found it advisable so to subscribe himself, but like most men whose heads require the application of hot towels he failed to attach his name to his contribution, which is, however, so fishery that it was scarcely required. Of course, he is a member of the Prospect Park Cop Dodgers, or Cork Pullers, of Pulled Corks, or whatever that interesting aggregation of Brooklynites term themselves, and which intends to "put the

N. C. A. out of business" because the N. C. A. professionalized some of the Dodgers and also rescued road racing from the mire, where the suddenly aroused Cop Dodgers had long permitted it to lay without extending a helping hand.

It goes without saying that the self confessed sorehead "calls names" and ascribes all manner of unworthy motives to the N. C. A. officials; that always is the chief "argument" and stock in trade of men with grievances. He also wants it known that "about 25 riders in New York put the L. A. W. out of control"—which proves how awful is the brainstorm that afflicts some men—and he does not want any one "to be surprised if the cork pullers do the trick again"—which solemn warning is duly repeated.

Even anonymous letters which are not anonymous, rarely are entitled to attention. The one in question receives notice largely because it richly discloses a state of mind which is known to exist and which is inclining some men to do foolish things and to succumb to selfish and spiteful machinations to induce them to help pull others' corks out of the fire—things which they are apt to regret when the scales fall from their eyes. The sorehead's communication receives notice for another and better reason. He intimates that he is possessed of knowledge that would make professionals of other amateurs. This is the sort of talk that has been bandied about by a number of aggrieved young men, which makes it pertinent to say that if such really is the case, it is up to them to put up the evidence or to shut up and act the part of men and not of school boys who are "mad and won't play." If they possess such evidence and fear to come forward with it, they are unfit to be sportsmen, much less to attempt to lead even a sorehead effort to control a sport.

Variable Gears for Motorcycles.

In Europe, but more particularly in England, several efforts have been made to introduce variable speed gears for motorcycles. Indeed, the latter market affords several types of machine which boast such a device on their regular stock models. As yet this country has seen no public attempts at introducing such a system, nor has there as yet been any demand for it. The subject is one full of interest to the rider however, and one which it is well for designers to bear in mind.

With machines which have ample motor

THE FIRST RIDE OF THE SEASON.



Before the Flowers Have Bloomed in Spring.

power for the work of ordinary riding, and that are not of inordinate weight, there seems little call for a variable gear transmission. Except where very high speed is desired, the gear usually provided by the makers suffices both for touring and for ordinary riding, while the possibility of altering it either up or down, by changing sprockets or belt pulleys, as the case may be, when excessively fast or excessively rough riding is to be done, makes provision for the extremes which, with the average rider are but occasionally met with. Yet even with the multi-cylinder machine equipped with a sufficiently powerful motor, there are times when either the gear is too high to give sufficient power for hill climbing under special conditions, or when it is impossible to slow down sufficiently to run under motor power through traffic. At such times, of course, it would be desirable were it possible to change gear without delay—if the privilege had not to be acquired through the

addition of an excessive amount of mechanism to the machine. Also, since, as is well known, the internal combustion motor yields its power most effectually only at certain limited ranges of speed, were it possible to vary the speed of the machine readily while keeping the motor speed practically constant, both mechanical convenience and fuel economy would recommend a device which furnished the means to that end. Another undoubted advantage as well, would be the possibility of running the motor free of the gear.

For such a purpose, the infinitely variable gear, answering to the same general purpose as the friction gear described in another column, would be ideal. Such an arrangement, however, is likely to possess several disadvantages, among them being a tendency to slip and a consequent irregularity of action which is not a guarantee of satisfaction to the user. Next in order of choice would be a gear furnishing a large number of speeds, yet invariably

securing a positive drive. This, on account of the necessary mechanical complexity appears to be an impossibility, so that roughly speaking, it is a question of the friction gear, or a positive giving a limited number of speeds, say two or three. The arrangements already developed in bicycle practice have demonstrated the absolute practicability of building two-speed gears which are compact in form, light and reliable. Gears of more than two speeds are built, both in the hub and bracket types, but always at the expense of considerable added mechanism over that required for two speeds only. More than that, the rapid development of the motor, making a wide range of successful running speeds possible, is fast doing away with the need of changeable transmissions except for extremes of service. Hence it is reasonable to suppose that should an active demand for variable gears ever arise in the motor-cycle field, some form of two-speed hub gear could be made to satisfy it completely.

FOR THE CROSS-CONTINENT RECORD

Two Theatrical Cyclists Will Undertake the Feat—Expect to Start From New York May 26th.

"When in the Spring the cyclist's fancy lightly turns to thoughts of trans-continental riding," might form the title of chronological pamphlet, for it is about this time of each year that some aspiring rider contracts the overland fever. Two Brooklyn young men, Otto Kirk and Joseph Collins, have caught it and they are going to start for the Pacific coast on May 26th. If their ability and perseverance is commensurate with their present enthusiasm they will "get there or bust."

The young men are members of the Century Road Club of America and are training for their 3,500-mile ride under the instructions of some of the hardy century pluggers of the New York division. Kirk, the elder of the two men, is 32 years old, and has had considerable experience at riding long distances and has traveled a greater part of the continent. Collins is 24 years of age.

Kirk and Collins will endeavor to wipe the present bicycle record of 38 days and some hours from the slate and are planning the trip on a thirty-five day schedule. Both are members of the Theatrical Union and will receive assistance from its members as well as from the C. R. C. of A. members while en route. Kirk and Collins at first intended to "panhandle" their way across the continent this summer just for the fun of the experience, but were prevailed upon to make the trip on bicycles and to try and lower the present record.

Strouds Announce First Road Race.

The Stroud Wheelmen of Philadelphia have announced the first open road race of the season and it probably will be notable as the first road event run under the National Cycling Association's supervision, as the Stroud Wheelmen voted at a special meeting to co-operate with the N. C. A. in the control of the sport. The race will be the third annual individual record run from Camden to Atlantic City, about 60 miles, and it will be held on Sunday, May 5th, four days after the national body's regulations become effective. As the Stroud Wheelmen are usually pretty generous when it comes to providing prizes, and as there is no reason to believe that the rule will be excepted this year, the third annual Camden-Atlantic City race may be regarded as one of the chief events of the forthcoming season.

That the Stroud Wheelmen mean to be a potent factor in cycling affairs in the vicinity of Philadelphia is borne out by the fact that they have already made out a well-filled schedule for the season. With the exception of the road race on May

5th, the events are closed to club members, but as most of the coming "Kramers" in Philadelphia are "Strouds," that does not matter. Here is the schedule:

April 7.—½ mile novice and 3-mile handicap; April 14th—1 mile novice, and 5-mile handicap; April 21st—5-mile novice, and 10-mile handicap; April 24—15-mile handicap; May 5—Camden-Atlantic City record run (open); May 26—1-mile novice, and 1-mile handicap; June 2—record trials; June 16—record trials; June 30, ½-mile novice and 1-mile handicap.

The new secretary of the Stroud Wheelmen is L. S. Woolston, 1608 McKean street, Philadelphia.

Making the Motorcyclists Secure.

The influence of the F. A. M. was once more made evident at the meeting of the legislative committee of the American Automobile Association which was held in New York on Wednesday last. The committee has in view uniform legislation in all States and to that end has drafted what is considered to be a model bill, which next year will be presented in as many State legislatures as possible. It provides for tags and fees and for a progressive system of unusually heavy penalties which range from a fine of \$25 for a first offense to a fine of not less than \$1,000 and six months' imprisonment for subsequent offenses.

The F. A. M. influence was made apparent in the exemption of motorcycles from the operation of the proposed act. President Betts, of the F. A. M., also caused to be brought to the committee's attention the undesirability of an unlimited speed clause which had been outlined. He pointed out that many motorists' ideas of a pace that is "reasonable and proper" is a pace that is terrifying to on-coming cyclists and motorcyclists alike and that tends to unnerve them and to keep them off the roads. He likewise suggested the advisability of a provision requiring that horns be sounded before rounding turns, the view of which may be wholly or partly obstructed. The A. A. A. committee received all of the motorcyclists' suggestions very gracefully and is likely to adopt them.

Providence, too, Wants F. A. M. Meet.

Baltimore will not get the annual meet of the Federation of American Motorcyclists without a struggle. Providence, R. I., has loomed up as a candidate and as once before a Maryland city was favored with the meet, the Rhode Islanders feel that it is now their "turn." They say they have the club, the track and the disposition and that if the F. A. M. executive committee will hold a meeting, they will send down a delegation of 15 or 20 men to prove that the desire for the meet is a very earnest and enthusiastic one.

"The A. B. C. of Electricity." Price, 50c. The Bicycling World Company, 154 Nassau Street, New York City. ::

BOTH BEDELL AND WALTHOUR WIN

Former Beats Good Field of Continental Cracks, While Walthour Scores in Stirring Paced Race.

The racing at the Velodrome d'Hiver, Paris, on Sunday, 17th inst., was marked by two noteworthy features—the great victory of Walthour over Guignard, Butler and Bruni, and the first victory of John Bedell. To be true, the Newarker was given first money in one previous race, but not until the first man to finish had been disqualified.

John Bedell's achievement occurred in the "Prix Gougoltz," a 5,000-metre race reserved for foreign riders. Bedell and Schwab represented America, Benyon was up for England, and Austria and Germany also had their colors worn. The race was very exciting and Bedell beat Benyon by only a quarter of a wheel. Rettich and Heller, Rettich, Rutt, Schwab and Hourlier named getting home by a very few inches. Schwab was fifth and Schilling next.

The semi-finals and the final heats of the Grand Prix du Conseil Municipal, in which Vanden Born, John Bedell, Dupre, Poulain, Heller, Rettich, Rutt, Schwab and Hourlier had qualified, were run. Both Americans were shut out in their semi-final rounds and only Poulain, Vanden Born and Rutt survived. Poulain won all three of the final heats, Rutt getting second in two and third in another.

The undefeated Walthour further solidified himself with the Parisian fans in the "Prix Charlie Miller," an hour race behind motors. He won by 120 metres from Guignard, covering in that period 75 kilometres 200 metres (46½ miles). The veteran, Nat Butler, finished third 2 laps behind, and Bruni was 7 laps bad at the finish.

The race was exciting throughout and Walthour covered 10 kilometres in 7:44 (local record). He lapped Guignard before 15 kilometres, and again before 30 kilometres, gaining 3 laps at 40 kilometres. Then Walthour and Guignard had to change mounts and the position at 50 kilometres was Walthour, Guignard by 4 laps, Butler by 5 laps, and Bruni by 8 laps. Shortly after 60 kilometres Walthour's bicycle broke and he fell heavily. He was stunned for a few moments, but suddenly jumped up and grabbed a spare of Bruni's from the astonished attendant's hands, jumped upon it and was after Guignard, who had regained all but about 50 yards. This was where it began to be interesting, for with Walthour hurt and on a borrowed wheel, and Guignard right after him, only four minutes remained. Bald-headed Butler suddenly got strong and regained a lap, Walthour gave one final spurt and pulled away from his rival, the gun cracked and the American was given the biggest ovation he ever got on a French track.

TRYING-OUT NEW YORK COPS

Commissioner Makes Them Chase His Car to Prove Their Speed—Work of the Squad.

Several of the larger cities are now equipped with corps of bicycle police, but safe to say none have achieved so great a measure of success nor found cause for

himself was able to judge of the prowess of the various riders, some of whom were applicants for positions on the squad, while others had already seen several years of service.

Although naturally at this time of year few men could be expected to be in the pink of condition, surprisingly good results were obtained, generally speaking, while several of the candidates not simply followed the twenty-mile pace which was

work involved is very hard work indeed.

In connection with the work of the squad, it may be added, that during last year more than three thousand arrests were credited to the bicycle cops, in addition to which they have figured extensively in various runaway accidents. This means that on the average a little over eight arrests are made by them every day, and that similarly, every man on the squad takes in a man about once in ten days. The men are distributed throughout the city in sixteen different stations and two inspection districts, the latter having two roundsmen each.

Worcester, Also, to Increase Its "Force."

Worcester (Mass.) is to have a somewhat augmented corps of cycle police for the coming season, while ultimately, the entire mounted squad which now ride horses will be given motor bicycles. One motorcycle has been in use by members of the bicycle squad for two years, but recently it has been traded off along with the entire equipment of bicycles in return for which a portion of the new motorcycle equipment has been received. Two of the machines will be put into operation the first of April, while others will follow at a later time. The police department is figuring the life of a motorcycle in such work at two years, basing the estimate on the performance of the trial machine which has just been disposed of. This apparently meager estimate of the durability of the machines is, however, explained in part by



THE START OF A TRY-OUT

increasing the size of the equipment so rapidly as has New York during the last four or five years. At the present time there are 77 bicycle policemen engaged in post duty or detailed for special work, while seven roundsmen, most of whom are mounted on motor bicycles, the better to cover their extensive fields, are detailed to watch over their work. More than this, the department has contracted for the delivery of six new machines of the latter order during the next month, while the number of patrols also is to be increased in the near future.

As perhaps the majority of the work of the squad is confined to the apprehension and pursuit of errant automobilists, the requirement that they shall be possessed of ample speed capabilities is a very strong one, and besides, it is further necessary that they shall be kept in the best of condition at all times, in order to be fit for whatever emergency may arise in the line of duty. Feeling somewhat doubtful as to the thorough capability of some of the men on this score, Commissioner Bingham has been holding a series of informal motor paced road races during the last two weeks in different parts of the city. The Commissioner's own automobile was used for pacing, while the men were sent over the course in squads of eight and ten. Seated in the rear of the car the Commissioner



THE COP WHO BEAT THE CAR

set by the Commissioner's car, but beat it out at the finish. Incidentally some of the men who had enrolled themselves under the impression that cycle-policing is a snap of the highest grade were disillusioned and learned instead that some of the

fact that the mount just discarded was run more than 15,000 miles last season alone, and in part by the fact that the police are constantly in need of a thoroughly modern equipment, and only that which is in the very prime of its existence.

TO PEDAL FOR PLEASURE ONLY

New Yorkers Form Club Which Will Keep Clear of Racing and Centuries—Will Be Captained by a Woman.

There came into existence this week a club, the success of which is assured from the start by reason of its being the only organization of its kind within many miles of New York City, and because just such a club will fill a long felt want. The Three P's, or better, the Purely Pleasure Pedalers is exactly what its unique name signifies—an organization of persons who cycle purely for pleasure.

The launching of the club followed a discussion between several cyclists who prefer to go out on a Sunday run to some unfrequented places, instead of "racing their heads off" or taking the dust from hundreds of automobiles on Long Island roads. They deplored the lack of a social cycling club and steps were immediately taken to organize.

Sad to relate there is not one club in Greater New York that is known to hold pleasure runs save very, very rarely; racing or century riding appears their chief object, so that at the present time a person who rides a bicycle only for the joy he derives from it usually is compelled to ride off by himself, which is pretty poor pleasure, and which has caused many to sell their bicycles and give up the pastime.

The Three P's is distinctly a club for both sexes, and the weaker sex, which has been much left out in the cold for several years, is heartily importuned to join. The dues will be very low, sufficient only to carry on the correspondence.

Officers were only elected a few days ago, so they have not had time to arrange all the small details, but Mrs. R. J. Hughes, who was elected captain, is arranging a schedule of runs for the season, which will be announced later. It is planned to open the season with a photograph run or picnic to some place in easy riding distance of New York City, to be followed up by blind run and a ride to a watering place.

R. J. Hughes is president of the Three P's, Miss Etta Battle, vice-president; Samuel R. Morrison, treasurer; Mrs. R. J. Hughes, captain, and F. L. Valiant, secretary. The secretary's address is 257 West 112th street, New York City.

Many Medals Offered by "Americas."

In addition to the usual gold medals offered by the Century Road Club of America for the greatest mileage and the longest string of centuries made during 1907, the New York State division have offered similar awards for its own members. A gold medal will also be awarded the New Yorker who lowers the existing 100 miles unpaced record, while for national com-

petition President Armstrong has "hung up" medals for the members who during the year may place to their credit the unpaced records for one, five, ten and twenty-five miles. The New York division has also instituted a system of monthly awards for centuries—a medal for each of these months—April, May, June, July, August, September and October. Two medals, however, will not be awarded to the same man.

San Jose Taunts San Francisco.

According to the officers of the Garden City Wheelmen of San Jose, Cal., the Oakland, Bay City, New Century and California Cycling Clubs, displayed the white feather more than prominently when they failed to have their racing teams on the ground to meet the riders from the Garden City Wheelmen in a series of match races in San Jose on Thursday night, 21st inst. The teams had signified their intention of competing but after a long wait they failed to materialize and some substitute races were put on. The handsome cup offered for the proposed team race that did not occur went to Carl Showalter and and Waltz, who rode the two miles in average time of 2:15½. The first race was taken by Showalter in 2:32½ from Hal McCormack. Waltz and Pete Castro furnished the exciting race in their match. Costra's time was caught at 2:15½, the fastest ever ridden on the local rollers, while Waltz was clocked at 2:17½. Showalter is the high gear man of San Jose. In the roller races he rode a Racycle geared to 186.

Vailsburg Track in Danger.

From present indications the last chapter of another famous bicycle course is about to be written. The Vailsburg board track at Newark is in danger of being ripped up and the historic grounds converted into a ball track. Nothing definite has been settled but the owner, C. B. Bloemcke, has been approached by the Newark team in the Atlantic baseball league, and he has made them a figure which will be considered at a meeting to be held this week. The promoters of the club will decide whether they shall secure the Vailsburg grounds, and if so, the track will be torn down and the grounds laid out as a baseball field.

For the past few years Vailsburg has been a losing proposition simply through mismanagement. There has been some hope that an "angel" would take hold of the track this season and rescue it from its impending fate, but even this seems lost now. The fate of one of the most famous bicycle tracks in the country will be settled upon the decision of the baseball promoters at their meeting to-night.

Henri Mayer, the crack German sprinter, is winning money in Spain just now. His last race was in Lisbon, where he won the international scratch and lap race.

CAMERON SWEEPS BOARDS CLEAN

Takes Both Bicycle Events in Regiment Games—Spills and Protests Add to the Excitement.

George Guthrie Cameron, the runnerup in the National amateur championship, was the particular bright "star" at the annual spring carnival of the Twenty-second Regiment Athletic Association, held in the armory, New York City, on Monday night, 2th inst. He won both the bicycle races from the honor mark and in one, the two mile, handicap, he clipped the armory record by 2 seconds. The old record of 5:03 was made by "Billy" Frank in 1902.

In the one mile handicap T. J. Hanks, who used to ride the flat floor pretty good in Buffalo, fell and brought down William Vanden Dries, but the latter remounted and finished the race. F. Elliott Adams was crowded into the ropes on the last lap by Sulzer and injured so badly that he could not continue. He was also kept out of the two-mile race on account of a badly bruised leg, where he struck one of the iron supports that hold the ropes. Adams protested but to no avail, the officials claiming that they did not see the foul. Several of the spectators heard Vanden Dries coaching Sulzer after the former had fallen. Cameron won by about five lengths from Sulzer, and Vanden Dries finished third. Time, 2:30½.

Cameron rode all out from the crack of the gun in the two-mile handicap and the result was that he broke the armory record, which stood for five years, by two seconds. Cameron won from scratch by about a half lap, and Vanden Dries finished second, fifty yards in front of Hanks, who trimmed Sulzer by about 100 yards. Time, 5:01.

Wiley Wins Syracuse's "Six-Day."

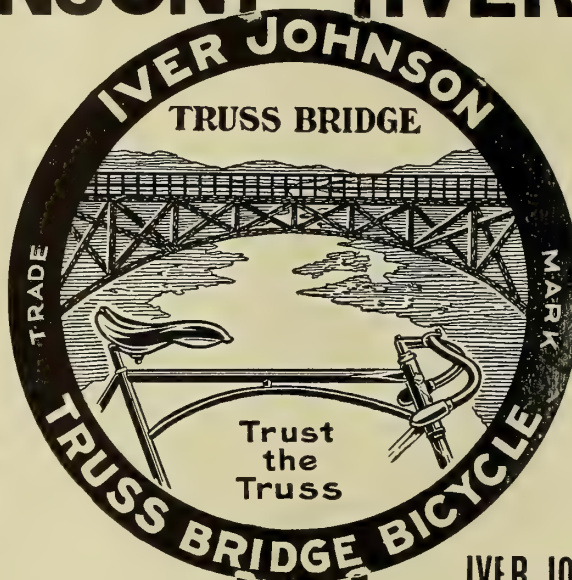
If George Wiley, the erstwhile Syracuse amateur messenger boy crack, cannot come to New York City and win a six-day bicycle race, he can, at any rate, win one in his home city. This he did last week in Syracuse when he and his team mate, Davis, won the "six-day bicycle team race" at the Coliseum roller skating rink. Incidentally, there are a bunch of new professionals as the result of the race. The teams rode one hour each night and as the track was laid on a flat floor, eight laps to the mile, the excitement was heightened by numerous falls, though none of the ambitious six-day riders were injured severely. During the six hours of actual riding Wiley and Davis covered 110 miles. Casey and Gannin finished second, Shield and Gadd third, and May and Metler fourth. Two other teams started. The four teams that finished divided 50 per cent. of the gate receipts, which amounted to \$100, the team apportionment being \$40, \$30, 20, \$10.

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JOHNSON ON THE ROAD SOUTH

**Starts His Long Trip, "Working the Way"
—Meets First Adventure Early—
Gypsies Were Curious.**

Axel Johnson, the Scandinavian rider, who after successfully accomplishing a similar journey to Chicago and return, has undertaken a "working the way" tour of 3,000 miles to Charleston, S. C., and return, is now "hitting the road." Although he left his home place, Bridgeport, Conn., on Saturday, his real journey may be said to have started from New York City on Monday, 25th inst. Already he has had experiences.

With Chester Tassinaro, a Bridgeport member of the Century Road Club Association to act as pacemaker for a part of the way, and with several cyclists to see him off, Johnson left Bridgeport at 2 o'clock in the afternoon. The roads between Bridgeport and Southport were not of the best and they got worse between there and South Norwalk, as the unusually warm weather caused a thaw to set in, causing many mud puddles to develop and much slippery slime to appear. Johnson found the roads particularly trying over the Norwalk hills, as he was not "traveling light." He had nearly 50 pounds of baggage, and he is no light weight himself. He got rid of most of his load before he reached New York.

Johnson and Tassinaro reached South Norwalk about 4:30 that afternoon, where he was met by L. W. Wright, the Racycle dealer at that place, who gave him his first boost, by exchanging a two dollar bill for one of his photographs. Johnson gave a lecture that night and so enthused his hearers that two Racycles were sold as a result. When he reached South Norwalk Tassinaro was so excited that he nearly hired sleeping accommodations in an undertaker's shop; he applied there, at any rate.

The roads were somewhat better between South Norwalk and New York City and Johnson, who came on alone, having sent his pacemaker back from South Norwalk, was met at New Rochelle by Henry Heldman, another Association member, who escorted him into New York City.

Johnson spent Monday morning visiting dealers in the city, and began the real trip at noon, taking the ferry to St. George and then riding across Staten Island to Tottenville. He got to Perth Amboy and spent the evening there, charging the natives with enthusiasm over Racycles, Fisk tires, Morrow coaster brakes, Persons saddles, and a few other things that are on his little list.

Between Perth Amboy and Trenton Johnson had an experience with gypsies, which he does not want to repeat, he writes.

Two old hags cajoled him into letting them tell his fortune, how to avoid the "dark women" that he would encounter on the trip and all the riches that would be his, for the small sum of 25 cents.

There were about twenty wanderers in the camp and while the tourist was in the tent having his future laid out before him some of the young bucks became very much interested in his bicycle, and were espe-



JOHNSON READY FOR THE ROAD

cially interested in his bright headlight. Then they inspected his baggage and discovered some of the advertising matter of the Racycle in the form of \$50 checks." They evidently thought it real money for they scattered when Johnson emerged from the tent. The "\$50 bills" disappeared with them and also a pair of spare Fisk tires, which would suggest that some of these nomadic wanderers are modern enough to substitute the bicycle for the scrawny looking cayuses that usually characterize a gypsy camp.

Feature Events for Revere's Opening.

Revere Beach cycle track will hold its first meet of the season on Friday, April 19th, Patriot's Day. Two feature events will be a human paced race between Elmer J. Collins, the Lynn motorpaced star of last year, and E. F. Root, the six-day winner of New York City, if the latter can be secured, and a twenty-mile motorpaced race between James F. Moran and Hugh MacLean. A half-mile handicap and a ten-mile open is provided for the amateurs, and the Lynn Motor Cycle Club is expecting to run a five-mile club championship.

STARS FOR THE SALT LAKE SAUCER

**Galaxy Will Gather in the Mormon City—
Kramer Arranges His Plans—
The National Championships.**

According to advices received from Salt Lake City this week National Champion Frank L. Kramer will reach that city on May 1st, and will at once begin training in preparation for the opening meet, which it is thought will be on Decoration Day. Charley Van den Born, the fast little Belgian champion, wants to come to America, and it is said the management of the Salt Palace saucer will make him an offer.

Salt Lake will this year be the center of racing activity and for the first time the National championships will be run there. Salt Lake ought to have the best season of its career, judging by the list of "stars" that will be clustered there. Some of them are: National Champion Frank L. Kramer; Iver Lawson, former world's champion; Charles Vanoni, of Italy; Norman C. Hopper, of Minneapolis; W. E. Samuelson, the pet of Salt Lake fans; Hardy K. Downing, the San Jose prune picker who always gets in the money; Cyrus L. Hollister, the Springfield crack; Floyd McFarland, the grand old campaigner; Jack Clark, the popular little Australian champion; Ernest A. Pye, another Australian champion; Jack Hume, and Fred West, who broke many amateur records last year, and Gus Lawson, who expects to take up pace following again. Besides this lot it is planned to bring over a couple of foreign riders, possibly Van den Born and Walter Rutt, and negotiations are pending with several other riders of reputation.

Carbondales Decide to Keep on Living.

It has been decided by the members of the Carbondale (Pa.) Cycle Club to continue that organization. At a recent meeting of the club, the order to disband was rescinded and the board of directors have been authorized to lease a flat of rooms on the third floor of the new Hoole building on North Church street. At the time the motion to disband was adopted, it was impossible to secure suitable rooms, but since then the Church street quarters became available, which induced the change of mind.

Century Wheelmen Become Motorcyclists.

The Century Wheelmen, of Camden, N. J., has reorganized as a motorcycle club, with these officers: President, H. Erdman; vice-president, R. Koenig; treasurer, B. McNeilly; financial secretary, W. McQuay; recording secretary, F. Buck, and press correspondent, A. B. Dewees. The club has planned to take weekly runs after April 1st, and the first will probably be to Atlantic City.

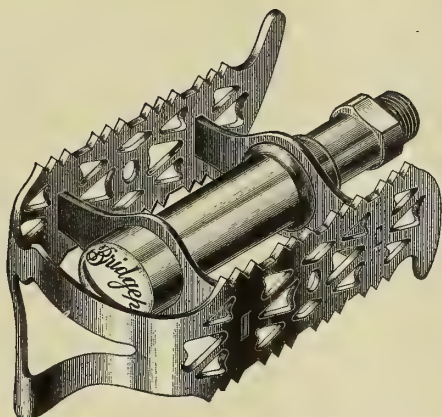
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Star Bridgeport Standard

Spokes and Nipples

including the famous Diamond E quality

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Two patterns to choose from

Breech Block Spark Plug

Something new and unlike the common
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The Standard Company

Torrington, Conn.

The Reading standard

is the highest standard

It's like blood; it tells

Two instances:

(1)

Herman H. Hintze

riding a two-year old

Reading Standard Bicycle

Easily won the

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of the

Century Road Club of America

139 Centuries=20,292 Miles

(2)



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First and Second

in the

Altadena (Cal.) Hill Climb

the first contest of 1907

If machines of the sort appeal to you we'll be
pleased to forward catalogs and other particulars.

Reading Standard Co.

Reading, Pa.

MAN'S INHUMANITY TO WOMAN

Makes Sympathizer Mourn for Fair Femininity—Tricks of Tandem Touring—Mysteries of the Luggage.

"Run not away, fair lady. This, I promise you—though woman is my topic—will be no sour-tempered diatribe against what man in his superb conceit is wont to term the follies and frailties of your sex—a sex which in his moments of candor he acknowledges himself hopelessly unable to comprehend," writes "Jock," in dealing with the woman in the case.

"Believe me, I am no night-croaking bird of ill omen, foretelling punctures innumerable from imaginary truant controllers of your flowing tresses and seeing in every flutter of cycling femininity on the highway but an obstacle in the path of that superior being—man. Nor fear that my pen shall be dipped in gall with such a subject for my text—rather shall that pen run honey, so that I may pelt you with sugary phrases until the sternest of your sex, even those with 'Votes for Women' banner armed shall succumb to my blandishments, lower their rampagous flag, and say that after all, while 'Jock' is about, it is good—and better—and best of all to be a woman. For I hold it to be man's prerogative to make his womankind—and for the matter of that, all womankind as well—content and glad to be what they are, despite the disabilities entailed. This brings me to my first little grumble.

"No, no, ladies, I stick to the profession of faith, and grumble not at you, maintaining your perfections against all assailants. It is the male guardians and protectors I have in my minds' eye now—not yours, of course. I know your loyalty would never let you side with me in impeaching father or brother, husband or lover, or even that awfully nice fellow who is neither the one nor the other—it is the masculine adherents of other girls to whom I refer, of course. If you, my lady reader, will but cast your mental eye down the list of those other girls' menfolk I am sure you will agree with me that man is apt to be very shortsighted—let me put it no stronger than that, though I fancy I can hear sounds signifying disapproval of my moderation from the ladies with the banner—in the cycling policy towards his womenfolk. Don't tell me, sir, that you have done all that could be reasonably expected of you. Bought her a bicycle! Granted; but how comes it, my man, that hers is of the kind described as 'Popular' or 'Standard,' or any other name that means light disbursement of cash and much avoirdupois of bicycle, while your own is a featherweight, with everything of the best fitted to make it travel easily and with a minimum of exertion? Surely, seeing the mag-

nificent muscular development with which nature has endowed you, this order of things should be reversed—it is your bulging muscular muscles that should drive that miracle of cheapness—it is the woman who should have the advantage of the featherweight ease which you insolently and selfishly reserve for yourself.

"One does not often meet women tourists in this still Grundy-ridden land. Not that the girls would object if they had a fair show; but how can they be expected to make a fair show on forty pounds of bicycle, with perhaps some of Tom or Harry's luggage packed on the back, while the aforesaid Tom or Harry is actually riding the semi-racing "speed iron" on which



NEW YORK BRANCH: 214-216 WEST 47TH ST.

he boasts he can 'pass it through' the best man in the club? It is inconceivable that any ordinary man would do this sort of thing without an object, and after carefully studying the subject I have come to the conclusion that the object is either that the 'man'—you will notice, ladies, the sarcasm expressed by those quotation marks—wants to discourage female companionship on his runs, by making the labor unduly hard, or else he thus encumbers her that he—pernicious idiot that he is—may find excuse for encircling her waist with his arm, under the excuse of assisting her along the road. I do not know whether the girls like the latter sort of thing—I'm sure they abhor the former—but let me disabuse their minds if they think that the bicycle saddle is a suitable or proper place to go a-court-in'.

"It is not, and I can assure both parties to this unstable form of courtship that they are condemned as hopelessly blighted idiots by all sane and sensible road users, and that they cause more bad language and uncharitableness among others in the course of a single hour than the prayers

and good deeds of a twelvemonth will make amends for.

"For touring lovers of this rabid sort there is nothing to beat the tandem, the pattern, of course, where the lady sits behind. So placed she is withdrawn from the ardent gaze of the swain in front, who, on his side, is relieved from the temptation of untimely spooning, and the risk of wrecking the craft by the roadside is avoided. I think if I were one of the fair sex I would insist upon a tandem at all costs, especially for touring. On a tandem, with something strong in the way of a man in front, the lady need not work too hard—and from what I am told by other men, she is not much given to this, no doubt out of consideration for her companion in front, whose reputation for manly strength she naturally desires to uphold. Then her freedom from responsibility behind gives the lady many valuable opportunities of attending to her personal appearance.

"With the aid of a small mirror and one of those mysterious little bags so popular with the pocketless sex, the lady can make herself 'presentable' to enter a large town without leaving her saddle, and, let it be whispered, if desired, without detection from her companion, who may wonder at the result, but, of course, will never guess how it is done. Then when arrived at the hotel all she needs is to be ushered, smiling and charming, into the coffee room, while 'dear old Tom' runs the gauntlet of the stable yard smells and puts the machine away. I would like to touch upon the question of touring dress for ladies, and I feel I could descant with great feeling and power on the luggage question also—but I dare not.

"There are mysteries hidden in the wardrobe and touring outfit of the fair sex that may not be penetrated by the mere man. Personally, and I admit the fact with the blush of shame on my cheek, I am blankly ignorant on all that concerns this subject, and my worst quarters of an hour are experienced when I am suddenly called upon by the feminine element at home to describe what Mrs. Somebody or other wore on a certain occasion when the feminine element was not there to see for herself. My situation at such times is pitiable, for my ignorance is so abysmal that I cannot distinguish between a chiffon and a pom-pom, and had it not been for a certain seaside cleric even the 'peek-a-boo' blouse would have passed me unnoticed. The reason for this is, of course, that there is so much that is admirable in the ladies themselves that what they wear or don't wear is to me a matter of no consequence at all.

"Ladies, I hope I have spoken up for you like a man and a—'Portuguese Hibernian,' as my ursine pal, for some occult reason of his own, has termed me his 'Growlings.' I should like to see you more often on the road with that little pack behind you that denotes the tourist in earnest. Get the

lightest cycle you can, and learn before you start how to repair a punctured tire. If you have a husband or a brother, take him with you, because he will prove very useful at times. Make him get a tandem for the trip if you can, but if you can't, I pray you most earnestly, don't let him cuddle you on the bicycle, no matter how steep the hill may be."

American Negro Beats the Carapezzis.

Black "Woody" Hedspeth has blossomed out as a provincial star. He carried off all the laurels at the meet at Menton, France, on March 12th. The principal event was the international sprint, which Hedspeth won after a hard fight against the Carapezzi brothers, who were teaming against him. Hedspeth won the course des primes and also corraled the second, third and fourth laps. E. Carapezzi finished second.

Track Fit for 70 Miles Speed.

Dusseldorf, Germany, is to have what is thought will prove one of the fastest bicycle tracks in the world; it is now under process of construction and will be completed in a few weeks. The track measures 400 metres (437 yards), and is 29¼ feet wide on the stretches and 32 feet wide on the turns, which are banked very steeply. The track will permit of a speed of 70 miles an hour.

Whites and Blacks on the Rollers.

In one of the most "exciting" bicycle races ever held in New York City, Alphonso Johns, of New York, and Alphonso Davis, of Washington, battled on the home trainers in Mutual Hall, 458 Ninth avenue, Thursday night. Despite the fact that Alphonso of New York fell three times during the five miles, Alphonso of Washington was defeated most ingloriously. The New Yorker won out by "only" 2 minutes 40 seconds. The total time for miles was 10:42. Doubtless these men will be future champions in a decade or so; previous to Thursday night no one was aware of their existence.

The race was conducted by the "International Cycle Association of N. Y.," an organization that exists largely in the expansive mind of one Hardy Jackson, a colored bicycle dealer in West Thirty-ninth street. Jackson not only lies awake nights thinking up impressive names, but also striking prizes. The fact that Jackson did not get rich on Thursday night may have been due to the fact that he gave Alphonso and Alphonso \$35. The advertising folder said they would ride for that amount at any rate.

Another race was the half-mile "competition" the first heat of which was won by a rider named "Crupay," according to Jackson. He won it in 40½ seconds. Otto C. Brandes was second. Whoever

this fellow Crupay is, he is in danger of becoming a professional, as Brandes is in that class. The final heat was won by Brandes in 40½ seconds.

A half-mile match between Benjamin Jackson and John Middleton was won by the former in 1 minute flat. Middleton finished 2 seconds later.

Scranton's Officers and Fat Treasury.

At its annual meeting last week the Scranton (Pa.) Bicycle Club elected the following officers; President, C. A. Godfrey; vice-president, W. S. Boyle; secretary, H. R. Van Dusen, and treasurer, H. E. Clarke. The club, which has grown into a social organization, is in a flourishing condition as shown by the reports of the treasurer and the secretary. The revenue last year from all sources was over \$11,000, and the membership is 325.

Tooth Saves a German Crack.

Germany came very near losing one of her crack sprinters on March 16th. As the result of a fracas Otto Meyer lies injured in a hospital at Ludwigschafen. Meyer and a party of acquaintances were arguing a political question and as is frequently the case, the controversy ended in a free-for-all scrimmage. One of the party drew a revolver and fired, the ball striking Meyer in the mouth. All that saved his life was a tooth, which deflected the bullet. The German sprinter will be out in a few weeks.

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The only Cushion fork that can be attached in a few minutes to any bicycle or motorcycle by any one who can handle a monkey wrench.



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Can be secured on the following motorcycles, either as regular equipment or as an extra: Yale-California, Harley Davidson, Merkel, Armac, Fowler-Manson, Racycle, also applicable to any Indian, Reading-Standard, Thor, Curtiss or other machine. Convert your boneshaking, nerve-racking instrument of torture into a comfortable vehicle by the application of a Sager Cushion Fork.

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HALT! \$25.00 Reward



For information about any dealer or repairman using or handling any Compound, Powder, Fluid or Semi-liquid for the purpose of sealing punctures or leaks in pneumatic tires, in violation of our

**Neverleak
Patents**

**Write for conditions under
which the above reward
will be paid**

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6 Years = 70 Cents

Medford, Mass., February 22nd.

The Eclipse Machine Co.,
Elmira, N. Y.

Gentlemen:—Will you kindly give me price on your latest improved Morrow Coaster Brake. Six years ago I bought one of your brakes and it has been in constant use ever since and has been run thousands of miles. I toured Vermont one season and coasted all the mountains and it never failed to do its work. I have paid out for repairs but 70 cents during this time. Bicycle dealers here advise other makes, but the Morrow is good enough for me.

Hoping to hear from you, I remain,

Very truly,

A. D. Adams.

The economy of the Morrow always was one of its strong points. Its first cost is always the chief cost but the dividends of pleasure and satisfaction which it adds to cycling are beyond computing.

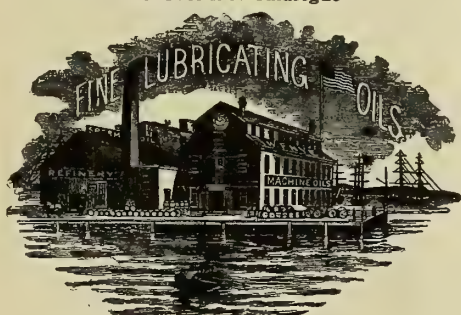
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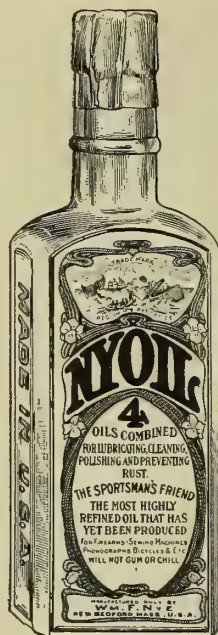
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SALES QUADRUPLED IN 1906

1866 1906

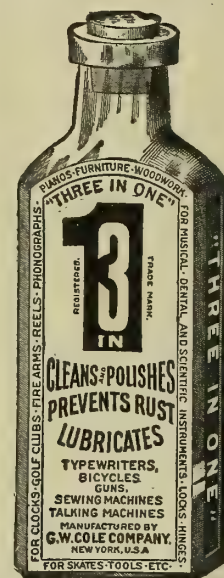
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Serial oN. 296,125.

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mally open mixing chamber, an outlet
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any other individual or concern
(whatever their names) anything to
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every minute since and are doing so
to-day. We have no other irons in
the fire. We are not making any
inferior quality of oil under any
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tations preying on our ten years of
honest success. Your jobber will
tell you this is so. He will send you
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is the very book you need. Every page teaches a lesson. Every illustration "speaks
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for speed, durability,
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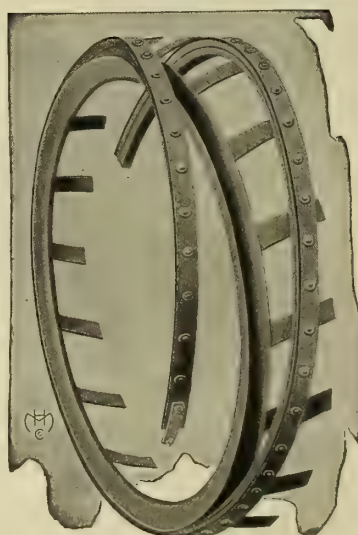
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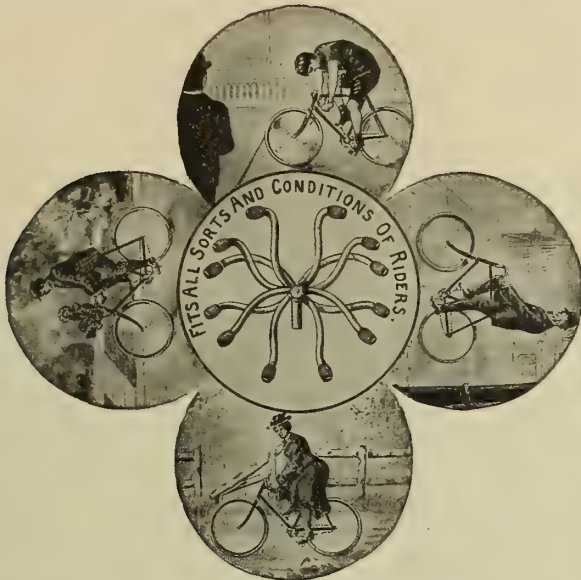
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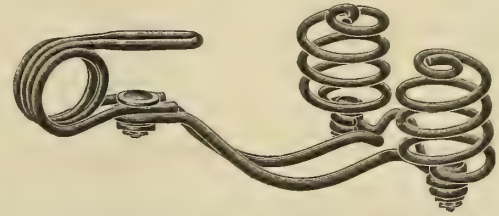


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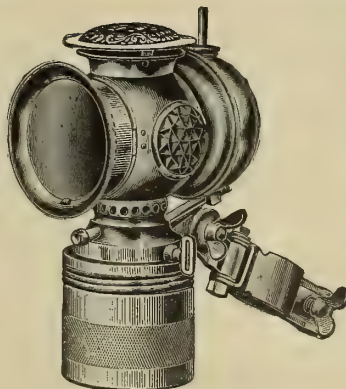
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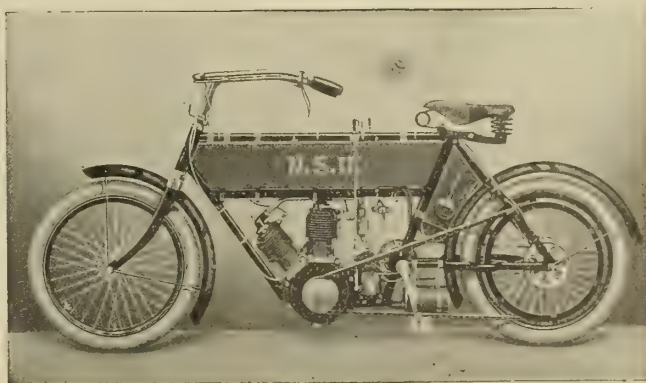
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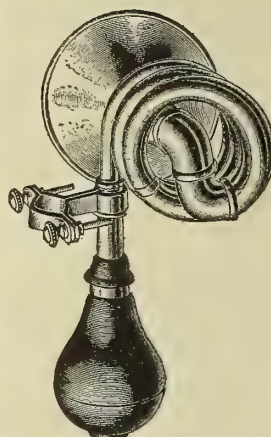


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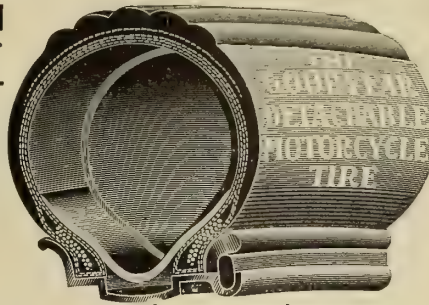
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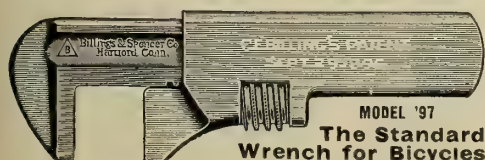
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SINGLE TUBE AUTOMOBILE & BICYCLE TIRE CO.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

Volume LV.

New York, U. S. A., Saturday, April 6, 1907.

No. 2

WARNING FROM AUSTRALIA

Why American Catalogs and Other Printed Matter Fail to Reach Addressees
—The Remedies Suggested.

Despite the oft repeated warnings, the special agent of the United States Treasury Department, who has been investigating export conditions in Australia, writes:

"Tons of American catalogues are destroyed every year by the customs authorities of Australia for the reason that business men here to whom they are addressed by manufacturers and exporters of the United States decline to pay the duty of 3d., or 6 cents in American money, per pound, assessed on them as advertising matter imported for distribution. This is a loss which can not be estimated in dollars and cents. Because of negligence or unfamiliarity with the tariff provisions of Australia these descriptive circulars, catalogues and price lists generally fail to reach their destination, and consequently all opportunity for trade which might be obtained through their perusal is lost.

"The following suggestions are made after conferences with the Comptroller General of Customs, the Postmaster-General, and the Collector of the port of Sydney, and may be relied on as the best remedy to be applied:

"If the American exporter has his Australian mailing list in the home office he should carefully address the catalogues, and then by the same mail he should send to the Comptroller General of Customs, or the Postmaster-General, or the Comptroller of Customs at Sydney, Melbourne, Brisbane, Adelaide, Fremantle, or Hobart (Tasmania), as the case may be, a notification to the effect that he is sending to — by parcels post, via San Francisco or via London, — catalogues weighing — pounds an denclosing — (dollars and cents, or

pounds, shillings and pence) in payment of duty.

"The official receiving this communication, with preferably an international money order inclosed, will immediately notify the postoffice authorities, and the catalogues will be forwarded to their destination without delay. The printed matter should be carefully weighed before it leaves the home office, and the money order, draft or check sent to the Australian customs or postoffice official should amount to six cents a pound full weight. This is the English method, and it has given uniform satisfaction.

"American manufacturers and exporters should understand that a large majority of the Australian houses have a standing rule that they will not accept catalogues, circulars, or other advertising matter on which duty is charged."

Bowman Leaves the Fisk Branch.

J. W. Bowman, the widely known manager of the Fisk Rubber Co.'s New York branch unexpectedly resigned that office early this week. He has been succeeded by A. H. Wyckoff, former manager of the Fisk branch in Chicago. Bowman has two or three good things in prospect but before turning to them, he expects to rest up.

Geer Company Gives up Retailing.

The Harry R. Geer Co., St. Louis, Mo., have discontinued their retail store on Pine street and are now installed in their new factory at Halls Ferry and McLaren avenue, where they will devote their entire attention to the production of motorcycles and engines. The factory affords about 5,000 square feet of room.

Diamond to Make It Five Million.

The Diamond Rubber Co., Akron, Ohio, intends to still further increase its capitalization. Last month it was advanced from \$3,500,000 to \$4,000,000, and another meeting has been fixed to occur on April 16th, at which an increase of another million will be authorized.

WHAT OVINGTON OBSERVED

Saw Much of Motorcycling Interest in Belgium and England, Little in France—Accessories He Annexed.

Since his return from the F. N. factory in Belgium, E. L. Ovington, of the Ovington Motor Co., American agents for the F. N. motorcycles, has been a busy man and one not easy to pin down for many minutes. Business has called him to Boston and to Chicago, and even a journey to the Pacific coast has claimed his consideration. They are doing a great business in four-cylinder F. N.'s out there, he says, the California agent alone having placed orders for 141 of them; the trouble—which soon will be relieved—has been to ship them fast enough.

His visit to Belgium has made Ovington more enthusiastic than ever, if such a thing is possible. The F. N. factory is not only prodigious, but impressive, and the knowledge that he is backed by such a plant is, he states, in itself a comfort and an inspiration. Motorcycles, of which 7,000 will be produced this year, are but a comparatively small part of its output. It also turns out hundreds of automobiles, millions of firearms, and thousands of bicycles.

"I never saw so many of them in my life," was the way Ovington expressed it.

There are no foremen circulating about the factory, he said. Instead at one end of each of the many buildings is a superintendent in an office, who merely directs things. There is no occasion for him to go snooping around because very many of the operatives are women wearing wooden shoes, which footwear Ovington thinks is typical of the patience and contentment that is necessary for high class work. What also is typical of the immense establishment is the fact that already plans are in hand for the 1908 models and improvements. The new single cylinder F. N. is

coming along famously and when it makes its appearance in this country Ovington predicts that it will cause some "sitting up." Because he is not quite ready to make deliveries, he is not anxious that much be said of it, but he did say that for that increasing class which desires a thoroughly comfortable, light weight mount, and that is content with a speed of less than 30 miles an hour, this new model, the weight of which, including magneto, is actually but 100 pounds, is bound to appeal strongly. The ingenious system of gearing down which permits of the use of a small rear pulley and which thereby gives the belt two or three times the usual gripping surface on the engine pulley, not only delivers the full power, but is claimed to eliminate belt troubles; the belt, it is said, may be run slack even in the rain, without slip or skip of any sort.

Ovington did not confine his visit to Belgium. He spent some time in France and in England. The small number of motorcycles he saw in use in the former country rather surprised him, but England more than made up for this disappointment. There they are as "thick as bees." Ovington said he personally tried about every British motor bicycle that is available, but, save two or three, he did not retain a very high opinion of them. His trials of them, however, served to convert him to the use of two-speed gears; they add so much to the facility of handling and controlling even the light weight machines that he was fully "won over." In fact, he was so impressed that he secured the American agency for one of the gears. Ovington also looked over a variety of motorcycle accessories and sundries, but of the lot he found but three others that impressed him as sufficiently desirable for the American market to induce him to take the agency. These are a combined stand and luggage carrier, a spring foot rest, adjustable as to height and width, and a separate generator lamp, or rather three lamps of the sort—one of diminutive size which he will style the Baby, another which will be called the De Luxe, and which fits the term, and a third, which will rank between the other two.

Ovington is daily expecting shipments of all of these wares and also of such a large number of the F. N. models as to entirely relieve the "famine" that exists. He means to adhere to the policy that has served to make many friends for his company—that of supplying extra parts at reasonable rates. By comparison with the prices that obtain on parts for most American motorcycles, these rates are so reasonable indeed as to be astonishing.

More Money for Manufacturers Foundry.

The Manufacturers Foundry Co., Waterbury, Conn., the largest producers in this country of castings for bicycle motors, have certified to a doubling of their capital stock—from \$50,000 to \$100,000.

EXPORTS FALL IN FEBRUARY

Serious Slumps in Shipments Compared with Same Month Last Year—Gains in Some Markets.

Following the bad example of the previous month, February made a poor export showing, the figures for shipments to all countries coming to a total of \$110,318, or less than half the total for February of 1906, which was \$223,947. The purchases of the Netherlands dropped from \$37,270 in February, 1906, to \$3,058 in February, 1907, and Japan, which in February a year ago bought \$29,162 of American bicycles, totals for the same month this year \$3,620. The United Kingdom's February buying was cut almost two-thirds, 1906 having been \$37,898, while the second month this year comes to \$13,649. Germany's showing is a reduction from \$28,572 to \$6,627, or a falling off of over three-quarters of the business done with that country last year. Argentina's defection was from \$2,574 to \$556 for the corresponding months. "Other Asia" and Oceania's results are a decline from \$2,420 to \$1,065, or a loss of more than half.

Gains are recorded in France, British Australasia, Cuba, Italy, and Brazil. Of these France increased from \$1,299 to \$5,220; British Australasia from \$3,807 to \$7,177, the others being smaller customers whose increases, while large in percentage, do not materially swell the totals.

Except for a slight general decline, the group comprising Belgium, British North America, Mexico, Other West Indies and Bermuda, Other South America, and the balance of the world is about holding the level of two years.

The record in detail is as follows:

	February— 1906.	February— 1907.	Eight Months 1905.	Ending February— 1906.	February— 1907.
Cycles, and parts of— Exported to—					
United Kingdom	\$ 37,898	\$13,649	\$104,722	\$108,367	\$167,481
Belgium	3,785	3,204	24,487	16,629	17,892
France	1,299	5,220	19,126	27,221	10,829
Germany	28,572	6,627	26,152	71,779	23,098
Italy	467	903	13,152	22,793	15,562
Netherlands	37,270	3,058	29,360	108,560	23,323
Other Europe	56,014	46,849	66,203	142,339	118,604
British North America	7,504	5,818	52,356	27,674	21,398
Mexico	6,368	5,229	28,999	51,394	64,962
Cuba	2,315	3,529	24,250	25,592	23,066
Other West Indies and Bermuda	2,136	1,497	19,871	15,931	13,603
Argentina	2,574	556	11,522	12,627	12,555
Brazil	376	655	8,338	5,365	6,413
Other South America	1,155	1,128	12,061	11,889	14,086
Japan	29,162	3,620	140,718	125,675	99,650
British Australasia	3,807	7,177	100,254	67,705	55,772
Other Asia and Oceania	2,420	1,065	37,429	22,707	18,968
Other countries	825	534	7,754	6,511	8,308
Total	\$223,947	\$110,318	\$726,754	\$870,758	\$715,570

Fred Gilbert Goes into Pope Cars.

Fred C. Gilbert, so long in the service of the Pope Mfg. Co.'s bicycle interests, has finally "gone over" to automobiles. He has been appointed sales manager of the Pope Motor Car Co., Toledo, Ohio. As a result of Gilbert's change, J. F. Cox has had the management of the Pope bicycle jobbing department added to his other duties, and that rare old timer, Elliott Mason, has come to the surface again as assistant manager of the cycle department at Hartford. E. M. Cutter, long the Pope Mfg. Co.'s cashier at Hartford, also has been moved up, having been invested with the title assistant treasurer.

Holroyd Goes from Tires to Rims.

Alec Holroyd, who almost a generation ago came from England to manage the Dunlop tire interests in this country and who for thirteen years has been identified with the Hartford Rubber Works Co., has followed Thomas Midgley, its former president, to Columbus, Ohio. He has been elected vice-president of the Midgley Mfg. Co., of which Mr. Midgley himself has reassumed the presidency.

Senator Interested in Spark Coils.

United States Senator W. Murray Crane, former governor of Massachusetts, and Zenas Crane, have purchased a half interest in the Pittsfield Spark Coil Co. Concurrent with the announcement comes the statement that during the summer, the company will remove from Pittsfield to a much larger plant in Dalton, Mass.

Zeman Enlarges and Incorporates.

The Cycle & Auto Co., of Davenport, Iowa, which is in the nature of an enlargement of the business of J. A. Zeman, has become a corporate company, with a capitalization of \$20,000. The company will erect a brick building in West Third street.

TWO SPEEDS FOR ANY MACHINE

Device Which May be Applied to Chain or Belt Driven Motorcycles—Method of Attachment.

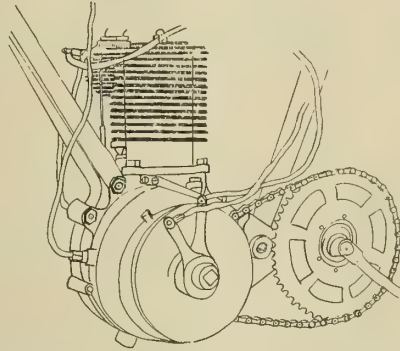
Variable speed gears for motorcycles are by no means new, in principle, at least. But although several machines are on the market which boast the equipment of some such device, one such as the Fit-All, which is made by the Fit-All Two Speed Gear Syndicate, of Leicester, England, which is adaptable to any machine without altering its construction, and this irrespective of whether it is chain or belt driven, is at once novel and interesting.

In itself, it is nothing more than a two-speed planetary arrangement of the simplest possible description, controlled from the saddle and capable of affording a direct drive on the higher gear, which means that when so used the gear adds nothing to the power absorbed by the regular chain or belt transmission of the machine, while for the lower or hill-climbing gear, it affords a 55 per cent. reduction in speed, with a corresponding increase in power. The two speeds are controlled by independent clutches which, since they are actuated by Bowden wires, may be disposed to suit the taste of the rider. When neither is engaged, a "free engine" is secured, which means that the motor may be allowed to run idle while the machine is standing still, or that the latter may be pushed about at will without the drag upon its motion, which is usually caused when the motor has to be turned over against compression.

Perhaps the most important feature of its construction is the arrangement which permits the fitting to any machine. For this purpose the regular driving pulley or sprocket is removed from the motor and a short length of shafting screwed over the end in place of the original nuts, thus forming what is in reality an extension of suitable length to carry the main parts of the new gear, of which it forms the main shaft. At the same time in place of the driving portion of the old gear, a new part tapered to fit the shaft above the threads is applied, which is counterbored so that the end of the extension of the shaft closes up against it when screwed down, thus locking it in place.

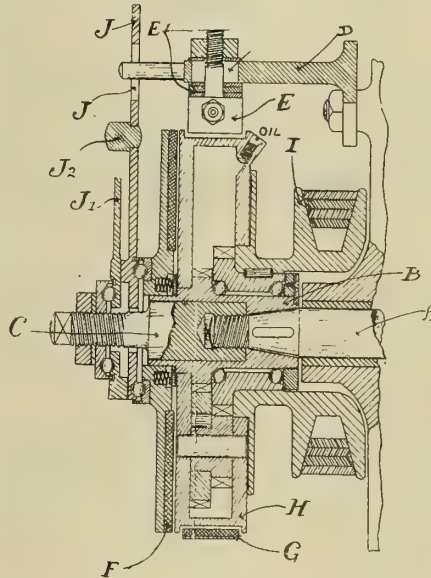
Reference to the accompanying sectional illustration will show how the attachment is made. The part B, which constitutes the driving gear for the low speed arrangement, is slipped over the end of the motor crank shaft, A, in place of the original pulley or sprocket, and is held in place both by the keys and by the end of the short extension shaft C, which screws on in place of the old nuts. This latter, besides forming the base of support for the gear B, also supports the other parts of the gearing on the outer side of the drum. The bracket

D is bolted to the crank case by one of the studs and is slotted vertically so that it may be adjusted in height, while the brake anchor block, E, is adjustable both in height, by means of the variable thickness of the washers E 1, and as to its horizontal position, the bracket E also being slotted lengthwise, so that it may be moved in or



out along it to conform to the dimensions of the motor to which it is attached. As is evident, the pulley I, comes in practically the same position as the original and therefore does not in the least disturb the arrangement of any portion of the machine.

As for the general construction of the device and its action, the pulley I is keyed to a boss which rides on ball bearings on the inner extension of the part B, the lat-



ter always turning with the crank shaft of the motor. At the same time the high speed disc, F, is forced to turn with the main shaft, but is so contrived as to be moveable lengthwise upon it, being normally held outward by means of the small helical springs shown near the shaft in the illustration. The disc is faced with leather and is arranged to press against the side of the drum H, when forced inwardly by the lever J 1, which rides loosely upon the shaft upon ball bearings. When this lever is moved into its extreme position it strikes against a stop, J 2, on the second lever, J, a face cam upon its inner side at the same time forcing the disc to the right and into contact with the drum, which, in turn, is crowded over against a flange on the pul-

ley member I, thus compelling all the parts of the gear to turn together, giving the high speed connection. In this, as will be observed, the entire gear turns solid with the shaft and therefore offers no more resistance to the action of the motor than would be done by the ordinary simple pulley. When the high speed clutch is released, the drum is at once cast loose from the clutch, when it commences to revolve in the opposite direction to that in which the motor is turning, through the influence of the internal gears.

This action is developed through the planetary relation of the inner parts. These consist first of all of the driving gear, B, which meshes with a smaller pinion mounted on a short shaft carried in free bearings in the sides of the drum and having fixed with it a second and still smaller pinion which, in turn, meshes with a gear cut in the sleeve upon which the pulley I is keyed. The drum itself is perfectly free to turn about the group of gears and is held only by the relation of the teeth of the pinions on their shaft. When both clutches are disengaged, the friction of the belt, or the pull of the driving chain, as the case may be, is sufficient to prevent the pulley I from turning, and hence the pinion which is attached to it is held from rotation. At the same time the pinion B, is turned in unison with the crank shaft, thus compelling the two small planetary pinions to revolve. The effect of turning these gears, one of which is in mesh with a revolving and the other with a stationary gear, is to cause the latter to travel about the circumference of its gear, thus carrying the shaft upon which it is mounted, the second pinion and incidentally, the drum as well around in a direction opposite to that of the shaft. As the drum is perfectly free, however, no motion is secured at the rear wheel, and therefore the effect of a perfectly free engine is secured.

When the brake band upon the outside of the drum is tightened by applying the second lever, J, the motor still continuing to turn, it is evident that the checking of the travel of the small pinion about the circumference of the gear which is fixed with the pulley I, must be to cause that member to turn about its own axis. It will revolve in the same direction as the crank shaft, but, owing to the different sizes of the small pinions, at a slower rate of speed. In this case, the difference amounts to 55 per cent., which regulates the difference between the high and low speed ratios of drive.

The total diameter of the gear case is but 7 inches, it is 1¾ inches in width, weighs approximately 13 pounds, and involves an addition in width of the machine to which it is applied of not more than 2½ inches at the outside. As indicated above, it may be applied to any form of motorcycle, the only specifications required by the makers being the dimensions of the old pulley or sprocket and of the nut on the end of the shaft.

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THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, APRIL 6, 1907.

The Vehicle of Many Uses.

That bicycles have been found necessary even in the manufacture of automobiles at one plant, as chronicled in another column, affords a striking instance of the way in which they have become an essential part of the economic fabric, quite aside from their use for health or pleasure. It is a further evidence of the fact that nothing can take the place of the bicycle, and of the absurdity of the contention that it is being ousted by the automobile. Any comparisons of two so dissimilar classes of vehicle are mere folly. A peep into many industries and lines of business would show the bicycle serving as an important element in the equipment, where they have found a place not by reason of caprice or fancy, but because of their saving in time and energy, which in business are properly accounted money, since they are convertible to that medium.

But large as is the bicycle's use in a business way to-day, intelligent enterprise can greatly extend its field. There are many establishments that could use bicycles to advantage, and if the matter were only brought before the proper heads in the right way, they would install them.

Dealers who have second-hand machines might here find a market for them, since the low price would be a consideration in their purchase for business purposes, and spick-and-span newness not a requisite.

To Make Travel Safer.

In the preparation of automobile bills for introduction into the legislatures of various States, there exists a distinct tendency on the part of automobilists to favor and fight for that rate of speed which is not more specifically defined than by the term "reasonable and proper."

That definition was contained in the original draft of the "model law" which was discussed at the meeting of the American Automobile Association's legislative board at their meeting in New York last week and for the first time some sentiment developed opposed to such unlimited speed. That the sentiment was aroused was due almost wholly to the conversion of one of the committeemen by the Federation of American Motorcyclists, which suggested that in the interests of both cyclists and motorcyclists it were well that a liberal but specific limit of speed be considered.

Undoubtedly there are many speed-mad enthusiasts in the motorcycle ranks, as there are in the automobile ranks, who would like nothing better than a legal license to "cut loose" and "let 'er rip" whenever the desire possessed them, which is pretty much all the time. Their ideas of a pace that is "reasonable and proper" is a pace measured only by the extent to which sparks may be advanced and throttles opened and in their inner consciences they are well aware that such a provision is merely an invitation to indulge in such unholy speed. The public roads never were designed for that sort of thing and it were well that the truth be realized and that reform or acknowledgment come from within rather than that it be forced by pressure from without. It will serve to convince legislators and the general public that motorists are not such a selfish and inconsiderate lot as they are generally reckoned.

Since automobiles became numerous it has been a favorite cry that they have served to drive cyclists off the roads; and in truth, it requires but casual inquiry to make plain that because of the motor cars many women now fear to cycle, and that the number of parents who for the same reason fear to permit their children to ride bicycles is not inconsiderable. The mere spectacle of a dust-enshrouded automobile

on-coming at what many drivers consider to be a speed that is "reasonable and proper" is terrifying to many men cyclists also and serves to unnerve them while an approaching whirr from the rear has the same or even worse effect. Even the throb of a motorcycle coming from behind usually causes the cyclist to seek the far edge of the road and too often causes him to wobble perceptibly. The approach of an automobile frequently affects motorcyclists in the same way and has caused not a few of them to, on occasion, seek refuge or safety in the roadside ditch, while there is no motorcyclist, however speed-crazed, whose heart has not leaped to his mouth at the sight of an automobile rounding a turn at a "proper and reasonable" pace of 30, 40 or 50 miles an hour.

The L. A. W. can well afford to join the motorcycle organization in seeking to discourage the legal provisions that will permit of such speed; it would serve to convince cyclists that the L. A. W. has not outlived its usefulness and that it is still intent on serving their interests.

The Benefits of Organization.

It is rather amazing that numbering nearly 50,000, the motorcyclists of Great Britain should have so long been content to remain a mere appendage of the automobile interests. The call for a national organization of and for motorcyclists exclusively that has gone up "over there" ought to meet with a ready response.

The motorcyclists on this side of the pond long ago discovered that while automobilists may be fine fellows they have too many "troubles of their own" inherent to the use of four wheeled vehicles to permit them to give many serious thoughts to the men on two wheels, who as a matter of fact, constitute a class apart. While they may have some things in common, they have more of them that go off at a tangent. It soon became apparent, in America, at least, that it was for the motorcyclists to "flock by themselves" and work out their own salvation. This they have done to good purpose, operating in harmony with the automobilists when possible, but "going it alone" when need be. To say nothing of other accomplishments, the amount of money in fees and fines that the Federation of American Motorcyclists, since its formation nearly four years ago, has saved for those for whom it stands represents a sum that would run well up into six figures.

WHY HOT MOTORS WORK BETTER

Interesting Experiments in Carburettor Action—Vaporizing and Atomizing the Fuel—Effects of Temperature.

Some new light is cast upon the all-important fuel problem, which is of so much interest to the motorcyclist, by the reported experiments of a foreign expert, which deal directly with the relative behavior of different grades of fuel under similar conditions. The chief objection to using any other fuel than gasoline when that is not readily available is that it vaporizes more slowly under conditions similar to those ordinarily existing with the regular fluid, and that the proportions of gas and air in the mixture differ slightly in the various cases. Hence the rider who is stranded without a drop of the "needful" is apt to be shy of laying in a stock of kerosene for instance, for fear he will not be able to succeed in using it. It is well known that many of the so-called heavier oils will work satisfactorily when used in a hot motor, but the exact way in which this is brought about is not apparent until a study is made of the comparative behavior of the different substances when evaporated under similar conditions.

This has been done by the authority mentioned and with three grades of fuel, both variations in temperature and the velocity of the air inlet being taken into account in obtaining the results. Briefly, while considerable discrepancies exist in the time required for the evaporation of a given amount of the samples at low temperatures and velocities of the air, as these factors are increased in value the differences are reduced until under the conditions found when the motor is hot and running at high speed, two out of the three samples behave exactly alike. This explains in a word why when the motor is warm, almost any fuel—within reasonable limits, of course—may be fed, it without causing serious difficulty in the running, as well as why it is difficult to start with a cold motor when using heavy oil.

The three samples dealt with in the experiments were of 72, 76 and 78 per cent. specific gravity, respectively, representing practically the same properties as ordinary stove gasoline, the common grade used as motor fuel and a heavier grade almost the same in its behavior as kerosene oil. In regard to their relative rates of evaporation the investigator says:

"It will be noticed that at ordinary temperatures, when the air is still, the lighter petrol evaporates more readily than the heavier kinds, but that the effect is more marked than the velocity of the air in its effect; also that at higher temperatures and velocities the behavior of the .72 and the .76 is identical, and that the .78 is acceler-

ated in its evaporation to a very great extent.

"Now as between the ordinary .72 and the .76 we find that when an even temperature is reached, say from 100 degrees Fahr. to 160 degrees Fahr., the air velocity makes very little difference in the behavior of the two spirits. * * * This means that when the engine is once warmed up its flexibility in traffic is the same whichever brand of petrol between the limits of .72 and .76 is used. The mechanical effect of the jet, however, will tend to reduce the sluggishness of the still heavier petrols at higher speeds, but, as the table shows, there is a marked difference between the .78 and the others under the conditions of testing, when no mechanical action upon the petrol takes place.

Velocity of Air, Feet per min.	Temp. of Air, Degrees Far.	Mean time of Evaporation, Seconds.		
		72%	76%	78%
Still	58	20	30	90
300	59	15	18	30
240	95	15	17	27
350	100	14	16	25
350	160	9	9	17
560	95	12	12	18

"With further reference to this mechanical action," he continues, "although we find the wire drawing at the jet produces a suction upon the petrol which increases in a greater proportion at higher speeds, the actual draft in the induction pipe, as measured by a water gauge, is in direct proportion to the speed of the engine. This draft appears to be independent of whether the engine runs light or loaded, as after a number of tests with delicate instruments, I find only the usual slight discrepancies which occur in experiment between two sets of results."

The measurement of the suction was carried on throughout the entire speed range of the engine and showed an approximately even gradation from low to high. At 360 revolutions per minute, the suction indicated was 5-10 of an inch of water, while at 1,250, it had increased to 31-10 of an inch. These readings, converted into pounds per square inch, amount to a suction of .018 pounds below atmosphere, or 14.682 pounds per square inch, absolute pressure, and .112 pounds below atmosphere, or 14.588 absolute, respectively. When it is observed how very small this inductive effect really is, in terms of ordinary units, it is easy to see how a very slight clogging of the jet, or even the influence of an up grade may seriously effect the operation of the engine.

The Retail Record.

Sumter, S. C.—C. L. Tisdell; store destroyed by fire.

New Haven, Conn.—J. Schwartz enlarged store by adding No. 18 Temple street to No. 16.

Hartford, Conn.—Columbia Bicycle Co., Joseph Glanz, manager; new store at 379 Capitol avenue.

HYPOTHETICAL QUERY CURED HIM

He Was Wont to Make Use of Repairman's Tools—Question Caused Him to See the Light.

Nearly every dealer is bothered with motorcyclists who think nothing of putting their machines on the stands, borrowing every tool in sight, and working away for long periods, without a by-your-leave, or a thank-you. It amounts almost to a custom in some places, and it is the wise dealer who puts a stop to it, although few have the courage to do so.

One dealer found a diplomatic way of handling a customer who was particularly given to making the repair shop a work room for himself in fixing his machine, without regard to the fact that he interfered with the regular work and monopolized tools and stands. The offender was a pleasant customer, otherwise, and the dealer did not like to anger him, so he propounded a "hypothetical question" based on the fact that the man was the proprietor of a jeweler's shop.

"What would you think," the dealer asked him, "of a man who, when his watch was out of order, would come into your place, go around behind the counter and into the watch repairing enclosure, use your watch tools and eye piece, tinker away at the works until he thought he had them right, leave the tools-scattered on the bench, snap his watch case closed, and walk out?"

"Why, I'd throw him out before he got very far with that sort of business," said the jeweler promptly, leaning against his machine.

"Well, I'm glad you feel that way about it," continued the dealer pleasantly, "because, you see, that repair shop back there is my brand of watch repairing bench."

The cure was complete.

Fire Proved Spark was Hot.

Fire and the firemen who extinguished it did some little damage to the establishment of the Ovington Motor Co., 2210 Broadway, New York, on Saturday evening last. One four-cylinder F. N. and the store fixtures suffered. While it has caused some inconvenience, Manager Ovington says the fire served to confirm his opinion of the hotness of the magneto spark. The flare-up was caused by an outside spark which flew into some gasoline which had spilled on the frame of the machine while it was being pedalled on the stand, the gasoline having been injected into the cylinders, no kerosene being at hand. The man who was doing the pedalling broke all records for quick dismounts and though he made efforts to subdue the flames they proved of no avail. The moral of the incident is to turn off the current when washing the engine.

EXPERT STARTS EAST, NOVICE WEST

Interesting Double Undertaking by Motorcyclists—Boston Destination of One, Denver Goal of Other.

In its way, what to date is about the most interesting undertaking involving the use of motorcycles was set in motion by the Miami Cycle & Mfg. Co., Middletown, Ohio, on Wednesday last, 3d inst. At 10 o'clock that morning, with all of the Racycle factory hands and the better part of the town looking on, one man on a motor Racycle with $2\frac{1}{4}$ horsepower Thor engine, was started eastward, while another, sim-

but to demonstrate how comparatively little knowledge and experience really is required to thoroughly master the little machine.

Boys' Championship Proved Big Event.

Although there were nearly a thousand candidates for the "championnats des Tout-Petits," an annual road championship for boys under 17 years of age, only 480 riders actually started, when the race was held, outside of Paris on Sunday, 24th ult. The officials, however, had some difficulty in placing the lads at the finish, as more than a hundred of them finished in a bunch. The winner turned up in a lad by the name of Maxime Gourdin, who finished a half length in front of Marcel Menard, Albert Gourdin

"MAJOR" TAYLOR SIGNS AT LAST

Negro Crack Dispels All Doubts and Contracts to Race Abroad—Is Restored to Good Standing.

"Major" Taylor, of Worcester, Mass., will ride in Paris after all. All his differences with the Parisian sports promoters have been patched up and he was this week reinstated by the Board of Control of the National Cycling Association. The negro will probably sail for Paris next week.

It was known that negotiations between the former world's champion and the managers with whom he broke faith in 1905,



A. J. MCCOLLUM, THE EXPERT



H. FLOYD BALLEW, THE NOVICE

ilarly mounted, set out toward the west. Boston is the destination of one, Denver the goal of the other.

The rider who is working his way eastward is A. J. McCollum, the Racycle motor expert who until recently was identified with the Armac interests and who knows motorcycles in every part and screw. The other—the rider who is making tracks toward Denver and the one whose participation makes the enterprise so interesting, is H. Floyd Ballew, the 17-year-old son of General Manager Ballew of the Miami Co. He is a tall, slender youngster who had practically never ridden a motorcycle and who is almost "as green as grass" so far as experience with its "insides" and its operation is concerned. That he will be very much wiser before he reaches the Rockies is certain. Both men will encounter many miles of bad roads, but on the novice's route the good roads are very few and very far between.

While the Racycle people have put up a few motorcycles in previous years, this undertaking signalizes their entry into the field in all earnestness; it was originated not only as evidence of the fact and to create a trail of motor Racycle interest,

crossing third. Back of the leaders finished over 200 riders. It was a great race and the roads were lined with thousands of spectators.

Dull Decoration Day for Salt Lake.

There is a great ado in Utah. For the first time in the history of that State, Decoration Day has been set aside as a day of rest and not as a day of recreation, as has been the case in the past. In order to make the day what it says it was intended for the State legislature has made it a misdemeanor to promote athletic sports and horse racing on that day. In consequence, if the law is enforced, the Salt Lake saucer track cannot be open on that day as was planned, and the annual 25-mile road race will not be run in the morning of May 30th.

Worcester Motorcyclists Get Together.

The Worcester (Mass.) Motorcycle Club has effected temporary organization with the veteran Lincoln Holland as temporary chairman and Edw. A. Parker, secretary pro tem. It will be permanently organized when the by-laws committee which was appointed renders its report.

when he refused to fulfil a contract, and for which he was suspended indefinitely, have been going on for a long while, but the first official indication that the negro and the promoters had actually reached an agreement, came when Chairman R. F. Kelsey, of the N. C. A. Board of Control received a cablegram from Victor Breyer, the N. C. A. representative in France, and one of the track managers personally interested. Breyer's message read:

"Compromise concluded. Please license Taylor."

Chairman Kelsey immediately wrote Taylor of the fact of his reinstatement. The negro will carry his old license number "13," when he crosses the ocean. He will pursue his usual custom and not ride at Sunday meets. But if, after his long absention from bicycling, during which he has been lolling in his own automobile, the negro is able to regain his form and make a showing against the well trained foreign cracks, he will prove more of a marvel than some men believe him to be.

"The A. B. C. of Electricity." Price, 50c. The Bicycling World Company, 154 Nassau Street, New York City. ::

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Medford, Mass., February 22nd.

The Eclipse Machine Co.,
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Gentlemen:—Will you kindly give me price on your latest improved Morrow Coaster Brake. Six years ago I bought one of your brakes and it has been in constant use ever since and has been run thousands of miles. I toured Vermont one season and coasted all the mountains and it never failed to do its work. I have paid out for repairs but 70 cents during this time. Bicycle dealers here advise other makes, but the Morrow is good enough for me.

Hoping to hear from you, I remain,

Very truly,

A. D. Adams.

The economy of the Morrow always was one of its strong points. Its first cost is always the chief cost but the dividends of pleasure and satisfaction which it adds to cycling are beyond computing.

THE WAIL OF THE DISTRESSED

Heard at a Concert Arranged by the Pulled
Corks—They May Form Something
Sometime or Other.

As the result of a call signed by Sam Barnett, "for the Prospect Park Cork Pullers," and A. G. Armstrong, "for the Century Road Club of America," there was a meeting of representatives of some cycling clubs of New York and New Jersey at the club rooms of the Brower Wheelmen on Wednesday night this week to discuss the advisability of forming a Federation of Cyclists with Grievances, or of whatever name they may choose to call it, that is intended to put the National Cycling Association out of business. It was not as successful as it might have been, the reason being that some of the representatives or "delegates" present most emphatically voiced their disapproval of any such wild-cat scheme. Those who did not want to become soreheads were referred to several times during the evening as "the opposition who had too much to say."

The meeting was called to order after R. C. Campbell, who represented that most aggrieved organization known as the Cork Pullers, was installed in the chair, with Ernest G. Grupe, Century Road Club of America, wielding his most favorite instrument of expression—the pen.

The chairman stated that the object of the meeting was to discuss whether it is advisable to form a federation of cycling clubs to control the sport of road racing and asked for an expression from the delegates present. The roll was called first, however, to ascertain what clubs were represented and the following, some of whom apparently had elected themselves to attend, answered for their clubs:

Cork Pullers, R. C. Campbell and Sam Barnett; Century Road Club of America, E. G. Grupe and A. G. Armstrong; Tiger Wheelmen, H. A. Glieman and Charles Martin; Park Circle Club, Victor Lind and A. E. Rhodes; New York Athletic Club, Charles A. Sherwood (by request); Prospect Wheelmen, Otto J. Steih; Brower Wheelmen, Charles Schlosser and A. Klein; Roy Wheelmen, Fred E. Mommer and F. L. Valiant; Bay View Wheelmen, F. C. Kraiss and Wm. Ruoff; National Wheelmen, G. E. Grub and A. Wester; A. H. Seeley also was present. The Cork Pullers, Park Circles and C. R. C. of A. are so interwoven that it is hard to distinguish one from the other and they really should be counted as one organization.

One of the "opposition" asked whether all clubs had been invited to send delegates or whether invitations had been sent only to a select few. Walking Delegate Sam Barnett who, with A. G. Armstrong, had taken the responsibility of sending out the

invitations, replied that they had been mailed to all the clubs whose addresses he knew. Further inquiry elicited the reply that of fifteen clubs known to Barnett, invitations had been sent to only fourteen, the slighted organization being the C. R. C. Association.

Mr. Armstrong was the first speaker and said he was in favor of the proposed federation, as he was the originator and prime factor in the movement. He was followed by Victor Lind, a professional, who launched into a tirade against the N. C. A. and its officials, and got so personally abusive in his remarks that he had to be called to order several times. Sam Barnett gave the first inkling of what the proposed federation would like to do. It will, he said, control road racing by having each club appoint three delegates, one of whom must be an active racing man, and who will constitute a board of control. Mr. Kraiss of the Bay View Wheelmen of Newark, spoke in favor of a governing body for road racing, and from his remarks it was evident that the Bay View Wheelmen have not been fully acquainted with the idea of the National Cycling Association in assuming control of this branch of the sport. Mr. Grub, for the National Wheelmen of Newark, spoke in favor of a federation, but said that his organization would not run counter to the Amateur Athletic Union, as did others.

This was, in fact, the general opinion of the meeting, that a federation would be all right if it could become recognized by the A. A. U. and its affiliated bodies. Those who reasoned this way were the delegates from the National Wheelmen, Bay View Wheelmen, Roy Wheelmen, New York A. C., Prospect Wheelmen and Tiger Wheelmen, but there are some who would like to get themselves and others into all sorts of trouble, although Mr. Campbell, who said he was an old athlete and member of the A. A. U., seemed to think that recognition by the A. A. U. was largely a matter of course.

That the proposed outlaw body will have some difficulty in becoming affiliated with the A. A. U. was made plain by an interview yesterday with President James E. Sullivan.

"The A. A. U. recognizes the National Cycling Association as the controlling body over bicycle racing," Mr. Sullivan said, "and until we are notified that they have relinquished that control, I don't see how we can do otherwise than respect our alliance with it and recognize its rulings."

He expressed his pleasure that the N. C. A. had assumed control of road racing and remarked that the action should have been taken long ago. When it was suggested that no man was more familiar with sorehead movements than himself, Mr. Sullivan smiled a reminiscent smile. He tried hard to recall the cocksure Campbell, and finally said he never even heard of the man.

After several hours' argument Mr. Kraiss

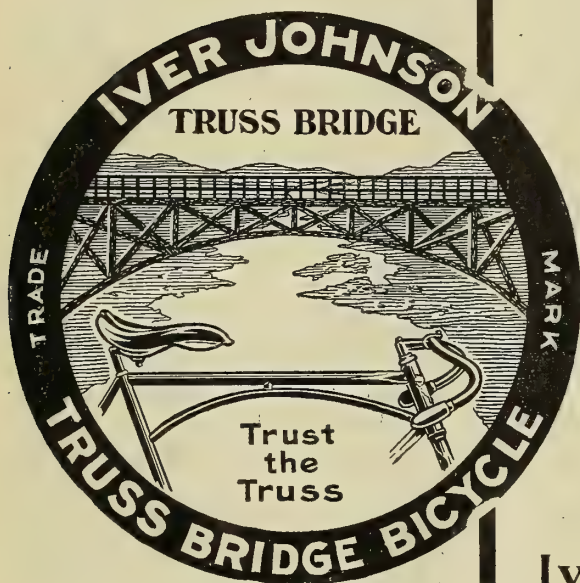
of the Bay View Wheelmen moved "that a rising vote be taken to ascertain how many of the delegates present are in favor of forming a new national organization to control road racing, said organization to endeavor to affiliate with the Amateur Athletic Union." It was seconded by Mr. Campbell and carried. Then it was moved "that a copy of the foregoing resolution be mailed to every cycling club in and around New York and that they be requested to send two delegates with authority to vote for the formation of a permanent organization." One of the "opposition" immediately wanted to know why, since the proposed organization was to be national in scope, all clubs throughout the country were not asked to send delegates, but he was sat upon by one of the most irritable "soreheads." Then some one made a motion to adjourn and had almost succeeded in getting it through when the chairman awoke to the fact that no date had been set for this intended formation meeting. After some discussion it was agreed to hold the meeting for the formation of the outlaw body on Monday, April 15th, in the evening, at the rooms of the Brower Wheelmen, 98 Greenwich avenue, New York City.

Armstrong's action in signing as "for the Century Road Club of America" the call for Wednesday's meeting, seems likely to cause some "doings" in that organization. The N. C. A. officials are in possession of a letter from Fred E. Mommer, secretary of the C. R. C. of A., stating that that organization never had authorized Mr. Armstrong to make such use of its name and had taken no action whatsoever. Mommer, who has not permitted prejudice or partisanship to blind him, has further expressed his personal views by taking out an N. C. A. registration card.

Devine Wins Twice in Armony.

Owen J. Devine, who is regarded as a likely winner of the Military Athletic League's championships to be held tonight, won both bicycle races at the 13th Regiment's games, Brooklyn, last Saturday night, 30th ult. Devine started from scratch in both races. In the one mile handicap Devine had it announced that he was out to wipe away the old record of 2:61½, made by Oscar Goerke in 1904. He had his field well in hand after riding two or three laps and won looking around. The time, 1:54½, so astonished the officials that an investigation was made. It resulted in the discovery that the track was two laps short of a mile. H. Daley, with 100 yards handicap, finished second and Walter Raleigh, who was turned professional at the beginning of the year, finished third from 35 yards. The transgression is being investigated by N. C. A. officials. Devine had little difficulty in running away from his field in the two mile handicap. C. Carmen (150 yards) finished second and J. A. Karkella, from the same mark, was next. The time was 5:05½.

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WALTHOUR WORSTED BY DARRAGON

Opening of Velodrome Buffalo Gives French Champion an Easy Victory—
Results of Other Contests.

Robert J. Walthour suffered his first defeat of the year at the opening of the Velodrome Buffalo at Paris on Sunday, 24th ult. Darragon, who holds both the world's and French championship, was his vanquisher. Walthour did not apparently ride with his usual dash and vigor for which various reasons are given. The opening meet was well attended and the initial program indicates that if the standard is maintained throughout the season Parisian fans will have nothing to complain of.

The first heat of the Walthour-Darragon match went for 15 kilometres and was an easy win for the French rider as Walthour went "all in" and quit. The American's defeat was caused by Hoffmann, his pace-maker, who over-estimated his charge's strength and pulled him "all in" in an attempt to pass Darragon. The second heat, 20 kilometres, Walthour fared better. He made a good start and got away from the gun at one time nearly lapping Darragon. He seemed shy on strength, however, and was unable to pass, although he eventually finished 100 metres ahead. Darragon had the American pretty much at his mercy in the final heat, which was the same distance as the one preceding. Darragon attacked his opponent and before the bell rang had lapped him five times.

Poulain had a rather easy victory over Friol in their match race. The start was slow, the men jockeying for position. Poulain proved the slower rider and forced Friol to lead. Half way round Poulain went in front and at the bell started to unwind, but he was not quick enough and Friol jumped for a good lead. Poulain came back but to those who have seen both men before it was apparent that he did not over-exert himself, and Friol won by a length and a half. In the second heat Poulain made a false jump and caused Friol to take the lead again. Friol tried to meet Poulain's quick sprint and nearly succeeded, the latter reaching home by only a quarter of a wheel. Practically the same tactics were brought into play in the final, the ex-world's champion making his adversary set the pace. The positions were unchanged until the bell lap, when Poulain jumped to the front and Friol made an admirable attempt to win, but he missed the mark by two lengths.

Walter Rutt, the soft spoken German, whose pictures have been mistaken for those of Frank Kramer, won his first race of the season when he crossed the tape first in the Prix D'Ouverture, at 1,000 metres. Rutt, Dupre, Hourlier and Duquense had qualified for the final and the latter, who

is a new rider, suddenly took a notion to lose the rest of the field, but Rutt soon brought him down and he was practically dead from then on. Dupre started to unwind at the bell, but he was attacked on the pole by Hourlier with Rutt coming up on the outside. The big German had speed and strength to carry him on and he reached the ribbon three-quarters of a length in front of Dupre, Hourlier being a half length back.

Thuau beat Broka by two lengths in the consolation race, Oscar Schwab getting third. Twenty-nine riders started in this event. Siegneur was the victor in the lap race, with Martin second by one lap, the winner gaining a lap on the field in the 13th round.

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A CRANK**

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YOU USE, GET IN LINE
WITH SIMILAR CRANKS
WHO USE NOTHING BUT

M. & W. TAPE

NEVER KNOWN TO DRY UP

MORGAN & WRIGHT

DETROIT

NEW YORK BRANCH: 214-216 WEST 47TH ST.

Spark Plug Scarfpins the Souvenir.

Instead of "going it alone" as in previous years, the New York Motorcycle Club and the Brooklyn Motorcycle Club have joined forces in the promotion of the usual open spring century run, which has been set for May 5th. The route will be from the Brooklyn Motorcycle Club's new quarters, at 1059 Atlantic avenue, to Patchogue and return; the minimum and maximum time limits will be 6 and 8 hours respectively. The survivors' souvenir will be out of the common—a scarf pin representing a spark plug. For the New Yorks Capt. M. E. Toepel, 930 Columbus avenue, and for the Brooklyn, Capt. C. L. Simms, 939 Pacific street, are in charge of the event.

Motorcycles for Mail Collection.

Because of the marked success of the experiment with motor bicycles fitted with the necessary receptacle for the collection of mail matter, the Austrian postal department has placed orders for 32 additional motorcycles of the sort. Fourteen of them will be employed in Vienna.

AMERICA IN THE CHAMPIONSHIPS

Likely to be Represented in Both the Professional and Amateur Events—
Sherwood May Compete.

That America will this year be well represented in the world's championship, to be decided on the Velodrome Park des Princes, Paris, on June 30, July 4 and 7, is practically assured. While neither Kramer nor Lawson will be in the professional sprint, it is very likely that "Major" Taylor will be on hand to give battle to the world's crack sprinters.

There will be other American sprinters to contest for the highest honors in bicycle racing, from present indications. Joe Fogler and Walter Bardgett are now in Paris and in a letter to the Bicycling World this week state that if they do not leave France for Germany, they surely will ride in the championships. In addition to these three other American sprinters may make a try for the title, viz., John Bedell, "Woodey" Hedspeth and Oscar Schwab.

America also will be well represented in the 100 kilometre motor paced championship of the world, as Robert J. Walthour, who won the title in 1905, has announced his intention of competing again. Although Nat Butler has not made up his mind the veteran Cambridge crack has let it be understood that he is not an impossible candidate. Menus Bedell also will ride, and it is possible that Louis F. Mettling, who is going abroad to pursue his studies unhindered by "these common bicycle riders," will be a starter.

Since 1904, when Marcus Hurley, the king of amateur cyclists, won the world's sprint championship, this country has not been represented. It is almost assured now that America will have a worthy champion to uphold its prestige in the cycling world in the person of Charles A. Sherwood, who is, beyond question, one of the most popular cyclists that ever raced for glory. Sherwood at the present time is amateur champion of America so it is quite proper that he should wear the stars and stripes against the world. While the young broker and New York Athletic Club member has not booked passage, he has decided to take a trip across if his business will permit.

Preparing for Irvington-Millburn.

The Bay View Wheelmen of Newark, N. J., will not let the historic Irvington Millburn road race lapse into obscurity; they decided at their last meeting to again run the famous Decoration Day road race, and committees will be appointed to take charge of the arrangements. Although the club has not decided officially it is thought that it will conduct the race under N. A. C. rules as it always has been favorable to the governing body.

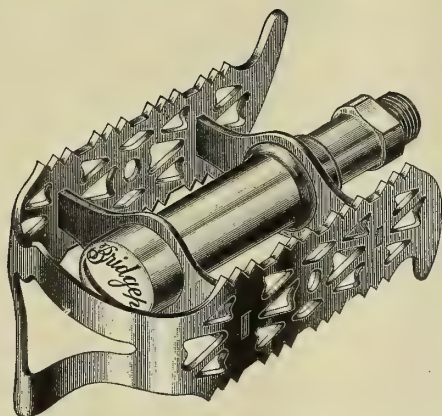
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You All Need Them

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If machines of the sort appeal to you we'll be
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MORE MOORISH EXPERIENCES

**Taking Tea in an Arab House—Boy's Ly-
ing to the American Globe Trotter
Brought its Penalty.**

Tangiers, Morocco.—Moorish tea is good under any conditions, being very strong and very sweet, and having in it a few sprigs of mint. It is also very stimulating.

tion of the lad with me, who claimed that he knew a better road down the mountain than the one we had taken coming up, I skirted half-way 'round the hills, and was somewhat surprised—having learned something of the tendency of the Moors to lie, lying to a Christian being held honorable, nay a duty—to find a road. It was apparently a good one, as Moroccan roads go, and although there was some risk of breaking my neck, I concluded to try a little

ning face of the boy reminded me of the fabricative qualities of the Moor. But he had evidently, in his desire to get the Christian into a fix, overlooked the fact that he might also get himself into the same boat. The smile faded abruptly when I indicated that he was to carry the bicycle, but he had to obey. So finally we got down to the plain again and I had another half-mile ride before striking the sand.

Just at the point where the sand begins



WHERE THE SAND AND SHRUBS MERGE

WITH A BURST TIRE, BUT IN SIGHT OF TOWN

But when one drinks it squatting upon a mat in a bamboo house, with three children, two dogs and a cat forming a semicircle in front of one, Moorish tea has, like the bicycle bell, "a tone that's all its own."

That was the way I drank in the Arab house upon the hill, eating with it, some little "Moorish cakes," so-called, although they are of English manufacture. Probably they are called Moorish cakes because no one but a Moor would care for them—or perhaps it is just to assist in the sale of them.

After eating and drinking, petting the dogs and the children, and accidentally stepping upon the tail of the cat, I lighted one of the execrable Tangier cigarettes (25 for 2 cents), and went outside to find a dozen or two children standing in a circle about my bicycle, half afraid of it and wholly interested. My approach was the signal for a great scattering, the kids getting behind trees and fences, cacti and anything else that would hide them—a trick probably learned because of the feared camera. (I wish to state here, before I forget it, that the Tangier cigarette was none of mine, but was given me by my Moorish friend!) By the offer of a "pro-gorda," about four cents, I managed to get four of the children to come out of hiding long enough to be photographed.

Then I took leave of my friends, and started on my return trip. At the sugges-

pedalling (back) on it. For about a hundred feet, things went all right and then there was a sudden turn—and a pack mule not being able to fly or burrow, and the banks on either side of the narrow road being rather high, I did what most any bicyclist would do, I go off backwards. The wheel I was unfortunate enough to have, had, of course, no brakes of any kind, so—

After that the road became rougher and rougher, and after a while, walking even became difficult. I had been rolling the wheel along this far; suddenly the grin-

to merge into the shrubs, I met a friend who once owned a bicycle. Upon seeing my wheel, his old enthusiasm returned, and he asked permission to ride it (the wheel, not the enthusiasm), down the sand hill. I granted his request without hesitation and stood off with my camera ready to photograph him in a heap at the bottom of the incline, but—bad luck—he kept the wheel right side up. So I snapped him in the act of smiling broadly at my disappointment.

When about a mile from town, my wheel began to drag and I found that the sand had pulled off the rim the rear tire, which had continued its flattening tendency. So I hitched it up over the seat, chucked the wheel to the boy, and proceeded. My trip had taken me half-a-day, and of the 12 miles or more I had traveled, the bicycle had carried me perhaps three miles, while I, or the boy, had practically carried it the other nine. Such is cycling in Morocco.

GEORGE E. HOLT.

San Francisco's Second Motor Club.

San Francisco is the first city in the land to boast of two motorcycle clubs. The second one, the Pacific Motorcycle Club, was formed on March 15th, with 18 members and these temporary officers: Joseph Holle, chairman; Dr. J. C. Perry, secretary-treasurer; Fred Herlitz, captain. The first run was graphically described as "around town dodging chuck holes."



YOUTHFUL MOORS

AXEL JOHNSON IN HARD LUCK

Reports Being "Held up" by Hoboes and Relieved of His Luggage—Does Not Talk Cheerfully.

Axel Johnson, who is "working his way" on a 3,000-mile trip, seems to be having some difficulty in retaining possession of the spare parts and accessories that he is supposed to carry. Up to date he has reported several losses—being held up by gypsies and relieved of a pair of tires and some advertising matter, and now comes a story of a hold-up and robbery by "knights of the road" in Delaware. As the roads between here and Wilmington, Del., the last place Johnson was reported, have been good, his troubles have not been of the kind that usually confront cyclists, rather have they been of the kind one reads of in story books.

This latest trouble of the Scandinavian rider came to him near Shellpot Park, Wilmington, when according to his letter and a Delaware paper, three hoboes stopped him and asked him for a match, which was produced. After a conversation one of the tramps suggested that Johnson make them a present of his Racycle, according to the tale.

"Finally by explaining to them and showing his proof that he had started recently without a cent to make a 3,000-mile journey and that he only possessed seven cents," states the paper, "the tramps agreed to allow him to keep his wheel, but stripped the lamp and other movable fixtures, together with a knapsack in which clean clothing, toilet accessories and a new rainproof cape, a present from his bicycle club at home."

Writing from Wilmington, Johnson states that he is very ill and tired, that he suffers from hunger and loss of sleep all the time and that people think him lying all the time when he says he started out to work his way.

The Racycle dealers along the way are evidently doing their part and are advertising the fact that the dead broke rider will have his Racycle on exhibition at a certain time. This, Johnson says, keeps him from obtaining theatrical engagements.

Use Bicycles in Building Cars.

Those who think that the automobile has rather shoved the bicycle off the board have little or no conception of the variety of permanent uses that the bicycle has found for itself. Of these, probably the closest to the automobile industry is the use made of bicycles in a plant devoted exclusively to the manufacture of motor cars. The immense factory building of the Eisenhuth Horseless Vehicle Co., at Middletown, Conn., which was recently sold to New York interests, is so long from end to end

that bicycles are regularly used for going about.

Walking would be so wearisome and wasteful of time that stock boys and clerks may be seen riding up and down the big broad aisle in the course of their duties, circling about assembling horses and testing stands, and accomplishing many times what could be done if they were required to walk the distances. Nor is it unusual to see workmen carrying heavy metal parts on their shoulders as they ride from one department to another. The trick of using bicycles to save time and effort was learned some years ago when the plant was devoted to the manufacture of Keating bicycles. Although the machines were not so plentiful after the establishment was converted to the making of cars, the bicycles were still found necessary and have been a part of the equipment ever since.

How Bicycles Scored Over Horses.

That rubber tired vehicles go well with the working of the "gum shoe" squad was forcibly brought out in Paris recently. In late months the "dangers of Paris by night" had increased to such an extent as to call for vigorous action by the police department. It was simply impossible to apprehend criminals as the rattle and clatter made by the horse of the night guard always acted as a warning of the proximity of the police. A happy thought—bicycles were substituted for the noisy horses, and on the first night they were mounted on the noiseless machines the police gathered in no less than 150 "old offenders," including two "wanted" murderers. Useless to add, the cycle brigade was continued in service.

This Story is Eggactly Right.

Life and eggs are full of surprises. In breaking an egg for a pudding not long ago, a lady at Balham, was surprised to see a steel ball about the size of a pea roll into the basin, relates an English raconteur. The thing seeming akin to the fly in the amber—neither rich nor rare—she wondered how it got there. The steel pellet upon investigation proved to be a bicycle steel ball such as used in hubs, but why a self-respecting hen should fit up her eggs with ball bearings is a mystery that might prove difficult for even biologists to answer. The story teller suggests that "the hen should be bought up by one of the bicycle factories and kept in reserve for emergencies."

Programmes Its Eleventh Spring Century.

Members of the New York State division of the Century Road Club of America are working hard for the eleventh annual spring century run of that organization, which will be held on Sunday, May 12th. The slow division, paced by H. H. Hintze, will leave Bedford Rest, Brooklyn, at 6:30 a. m., and the fast division, with Ernest G. Grupe up front, will start from the same place at 8 o'clock.

COMING EVENTS

April 6, Brooklyn, N. Y.—Military Athletic League's one and two mile championships at 13th Regiment armory.

April 13th, New York City—Tiger Wheelmen's second annual home trainer championship races.

April 28, Brooklyn, N. Y.—Eastern District, C. R. C. A.'s annual spring century run.

May, 5, Brooklyn, N. Y.—New York-Brooklyn Motorcycle Clubs' open spring century run.

May 5, Camden, N. J.—Stroud Wheelmen's third annual Camden-Atlantic handicap road race.

May 12, Brooklyn, N. Y.—New York State division C. R. C. of A.'s eleventh annual spring century run.

May 30, Newark, N. J.—Bay View Wheelmen's annual Irvington-Milburn mandicap road race.

May 30, Detroit, Mich.—Detroit Wheelmen's annual Belle Isle handicap road race.

June 30, July 4 and 7, Paris—World's championships.

British Motorcyclists Begin to Squirm.

After many years the motorcyclists of Great Britain appear to be awakening to the fact that they have permitted themselves to be made the tail of the automobile dog, which cares little for its appendage. As a result an increasing cry is going up for a national organization of and for motorcyclists exclusively. Heretofore and at present the organization that comes nearest to filling that bill is merely an annex of the automobile association.

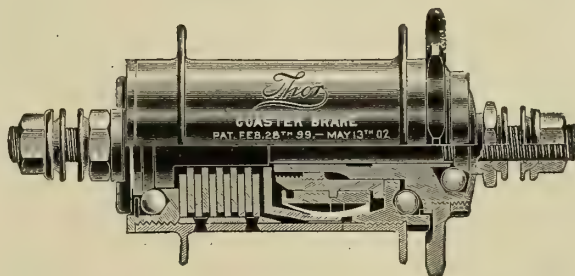
With this awakening has come the realization that motorcycles are and have been bearing an undue and unjust share of the taxes and fees imposed on motor vehicles. The motorcyclists figure that they have paid into the King's coffers \$312,500, or about one-third of the total taxation from such sources. At present, they must pay \$3.75 for an inland revenue license, \$1.25 for an operator's license, and \$1.25 for registration. They think that the inland revenue tax should be at least halved, considering the size and weight of motorcycles.

Gliesman Again the Chief Tiger.

The Tiger Wheelmen, who are beginning to show some of their former activity, have elected officers for the ensuing year. Harry A. Gliesman was forced back in the harness again and besides his duties of treasurer, he will sit in the presidential chair. Alfred H. Seeley was chosen vice-president and Fred E. Mommer, financial and corresponding secretary, with George B. Hunter, corresponding secretary. Herman H. Hintze, who won the century and mileage competition of the Century Road Club of America last year was made captain and Charles Martin, first lieutenant.

Thor

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has nine square inches of friction surface. Absolutely reliable. Simple, uniform and effective lubrication.

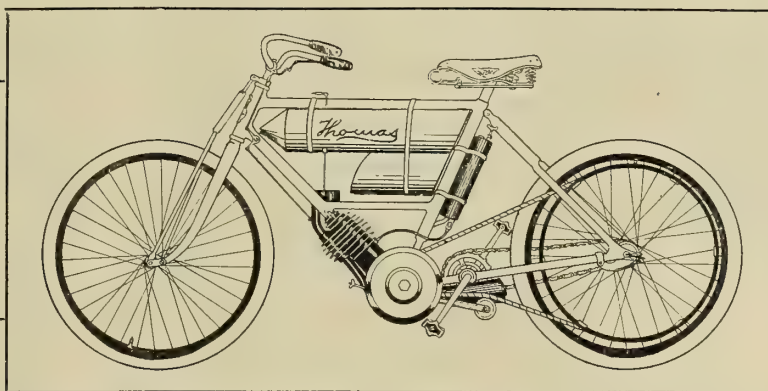
Thor Hubs—None Better

If your dealer or jobber does not keep them, write us

AURORA AUTOMATIC MACHINERY COMPANY
AURORA, ILL.

NEXT TO FLYING

Model
No. 45



Price
\$175

IMMEDIATE DELIVERY

MR. DEALER.—To be up-to-date you need the 1907 Thomas Auto-Bi Agency. We have THE machine for 1907. The MOST POWERFUL and speedy single cylinder machine on the market. The SIMPLEST Motorcycle ever built.

POWER—

of course you want to climb hills and negotiate rough roads easily and comfortably. The 3 H. P. of the No. 45 Thomas Auto-Bi is REAL POWER.

Every part of this machine is built for the exact purpose for which it is used. It's not a miscellaneous collection of parts placed on a bicycle.

Live agents wanted.

Write for catalogue and terms.

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A Spring Tonic

for your business

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just out describes and illustrates articles that will stimulate the business of any live dealer.

A postal brings it.
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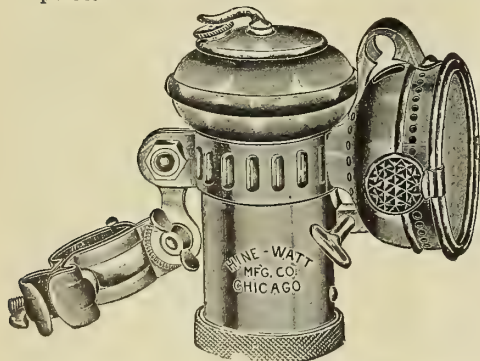
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Send for our Catalogue of
Bicycles, Tires and Sundries
VIM CYCLE & HARDWARE CO.
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BUFFALO, N. Y.

COLUMBIA Bicycle Gas Lamp

The only one that can be sold to jobbers and dealers this season at a reasonable price.



The only bicycle lamp provided with a gas valve. The Gas Lamp with a CLEAN RECORD. Operates the same as your old Barn Lantern. Turns down and out at once. Lights at once. NO WAITING IN EITHER CASE. Charge used repeatedly until exhausted.

Hine-Watt Mfg. Co.
58-60 Wabash Avenue, Chicago, Ill.

"Motorcycles and How to Manage Them." Price, 50c. The Bicycling World Co., 154 Nassau St., New York.

The Week's Patents.

842,531. Means For Cooling Explosive-Engine Cylinders. George P. Dorris, St. Louis, Mo. Filed Oct. 5, 1904. Serial No. 227,199.

Claim.—The combination with the cylinder of an explosive-engine, of a jacket surrounding said cylinder, a hood located at one end of said jacket to conduct air thereto, and a plurality of tubes arranged in concentric layers about said cylinder within said jacket and communicating directly with the atmosphere at the other end, both by their bores and by the space between the tubes.

844,407. Clutch. John A. Russell, Indianapolis, Ind., assignor of one-third to Isaac O. Russell and one-third to John F. Messisk, Indianapolis, Ind. Filed Aug. 17, 1905. Serial No. 274,560.

Claim.—A clutch comprising a revolvably supported power transmitting wheel, said wheel having recesses formed therein, and pawls received in the recesses and pivoted to the wheel, and operating levers having internally ratchet-toothed hubs which embrace the hub of the wheel, and are engaged by the pawls whereby to communicate motion therefrom to the wheel.

844,495. Spark-Plug for Explosive-Engines. Arthur R. Bullock, Cleveland, Ohio, assignor to Excelsior Spark Plug Co., Cleveland, Ohio. Filed Oct. 6, 1905. Serial No. 281,654.

Claim.—In a jump-spark plug for explosive engines the combination with the body part thereof having ports which lead from its internal cavity to an exterior face of an adjustable collar controlling said ports in the manner as and for the purpose set forth.

844,608. Lamp for Automobiles and Other Vehicles. Svend M. Meyer, New York, N. Y., assignor to George Clinton Batcheller, New York, N. Y. Filed June 30, 1905. Serial No. 267,792.

Claim.—1. The combination of a lantern-case, a lamp-burner therein, a tray surrounding the lamp-burner for the reception of fragments falling from the lamp-wick means for securing said tray removably to the lantern-case, a main oil-supply reservoir having valve-guarded means in its bottom for delivering oil, a supplemental oil-reservoir carried by the tray and when the latter is secured in position, serving to supply oil to the lamp-wick and a suitable connection between the main supply reservoir

844,669. Muffler. James E. Fairchild, Mamaroneck, N. Y. Filed Feb. 17, 1906. Serial No. 301,529.

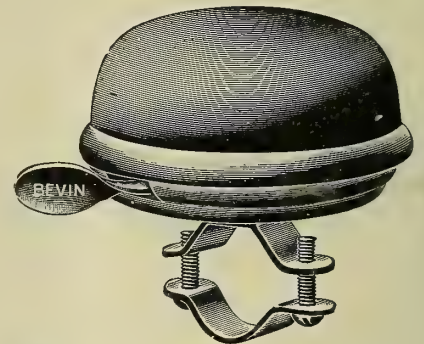
Claim.—1. A muffler embodying a casing closed at each end by a head substantially one half longitudinally of which constitutes an open expansion-chamber with which the exhaust from the engine-cylinder connects and a series of transverse chambers in the remaining half of the casing which extend across the cylinder from side to side and are separated from each other by baffle-plates, each provided with a series of holes the total area of which at least equals that of the engine-exhaust, the end wall of the last of the series of transverse chambers being one of the heads of the casing, which is provided with an exhaust-port.

Of the

Goods that Sell in the Spring

there are none that are in brisker demand than

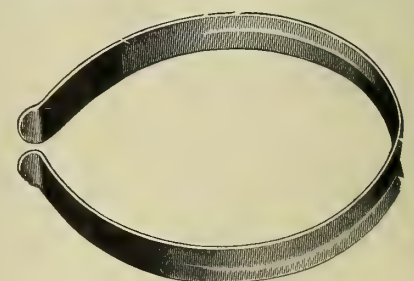
Bevin Bells



Bevin Toe Clips



Bevin Trouser Guards



Jobbers and Dealers

who know what's what already are stocked up. The tardy ones have no time to lose.

We Offer

such a varied selection that all purses can be accommodated.

Our catalog illustrates the various patterns.

Bevin Bros. Mfg. Co.

EASTHAMPTON, CONN.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877.

Volume LV.

New York, U. S. A., Saturday, April 13, 1907.

No. 3

GERMAN MAKERS FORM A TRUST

Plan to Raise Prices and Rescue Their Market from Demoralization—Competition Became too Keen.

All the bicycle works in Germany have now come to an agreement whereby they are fused into one big trust for the purpose of raising prices. The prices of German bicycles have in late years considerably declined in spite of increased cost of materials and labor. Fighting among themselves, the German manufacturers had demoralized their market in frantic competition, the results of which now make all of them ready for even the most radical plan, if it promises improvement.

In reporting the formation of the German bicycle trust, Consul-General Richard Guenther, of Frankfort, says:

"The object aimed at by the formation of these trade combines is to protect and promote the interests of the individual members and of their line of trade as a whole. In the pursuit of this aim the combines establish strict rules and stipulations as to the prices and credit terms for the sale of their products, regulations affecting the relations with their working people and the price to be paid for labor, the methods to be adopted in common for influencing legislation and administrative measures at home in favor of their trade interests or to remove impediments thereto which may exist in foreign customs laws or practices, to obtain better transportation, etc."

Cycle Show Conference Called.

The joint show committee of the Cycle Manufacturers Association and the Cycle Parts and Accessories Association meets in New York, Wednesday next, April 17th, to consider the advisability of holding a cycle show.

Chairman Persons says the committee thinks that the largest number of bicycle agents would be attracted to New York,

while the rival automobile shows are on. The coming Automobile shows run two weeks, from November 1st to 16th, the first week at Madison Square Garden and the last week at Grand Central Palace, the Horse Show also taking place during the latter week at Madison Square Garden.

The idea then, would be to secure some other show building in the vicinity of either the Garden or the Palace and sandwich the Cycle Show in between them, getting the benefit of their trade, social prestige, attractions and publicity at the same time, and putting the bicycles on the same high plane, which would restore them to popular favor.

More Motorcycle Lines for Mann.

W. F. Mann, who for four years has been pushing bicycles and motorcycles in Yonkers, N. Y., is expanding his activities by opening a branch establishment in White Plains, at No. 2 Mamaroneck avenue. The new store will be in charge of Harry Brownjohn, until recently, of Toronto, Ontario. In addition to the agency for the Indian in Westchester county, Mann has now secured the same territory for the Yale-California and the F. N. four-cylinder, in expectation of a busy season for himself and his sub-agents.

Curtiss Gets War Department Order.

From Washington the G. H. Curtiss Manufacturing Company of Hammondsport, N. Y., has just received a large order for double-cylinder Curtiss motorcycles for the War Department. For several months the department has been testing one of the Curtiss machines for special army uses, and the present purchase, it is thought, is but introductory to an extensive employment of motorcycles for army purposes.

Receiver for Old British Makers.

The Quadrant Cycle Co., one of the ripe old British manufacturers, is in the hands of a receiver. Its heaviest liability is one of \$60,000 due a bank.

GOOD YEAR FOR RUBBER GOODS

Report to Stockholders Shows More Receipts and Less Expense—Liquidation Still Being Considered.

President Charles H. Dale, of the Rubber Goods Manufacturing Company, which controls among other subsidiary companies the Hartford Rubber Works Co., Morgan & Wright, and the G & J Tire Co., in an annual report to the stockholders shows that the fiscal year ending March 31, 1907, has been a very prosperous one. He accounts, in part, for the splendid showing of increased receipts and decreased expenses as being due to the advantages derived through close association with the United States Rubber Company, which now owns a large part of the Rubber Goods stock.

The total income for the twelve months ended March 31 amounted to \$1,226,000, an increase of \$263,925. Expenses were smaller by \$3,775. After allowing for the 7 per cent. dividend on the preferred and 1 per cent. on the common, there was a surplus of \$201,086, an increase of \$52,783. His report says that the question of paying further dividends on the common stock has been the subject of consideration by the board of directors, whose decision was that further dividends upon this issue should be deferred for the present.

Inasmuch as the subsidiary companies of the Rubber Goods are in the last analysis controlled by the United States Rubber Co., because the latter controls the Rubber Goods Co., there has been a movement to liquidate the Rubber Goods Co., as a useless intermediate. Plans to this end have been under consideration for some months; but the report, beyond indicating that a committee had been appointed to see what could be done, does not suggest that any definite propositions from the United States Rubber Co. have as yet been

(Continued on Page 65)

HIS AMERICAN LINE SELLS WELL

Australian Dealer More Than Satisfied with His Importations—Cycling Conditions in the Antipodes.

Notwithstanding the fact that the amendment to reduce the tariff on American cycle goods was defeated in the Australian House of Representatives, the market is still an open one and a good one for American cycle products.

Herbert H. Smith of Lonsdale street, Melbourne, writing to a foreign cycle trade journal, says:

"I am pleased to say that my trade continues to increase, and that business prospects have never been brighter, so that it is more than probable I shall have to still further extend the newly acquired establishment."

The customs have added a further 10 per cent. duty to American and foreign goods, and American freights are now almost equal to the British.

Mr. Smith sends pages from catalogues showing the leading lines imported from America. The items include the Duck roller brake, which is used for tires fitted to wood rims, cotton and silk lacing cord, fork and head lamp brackets, oil cans, chain and mud guards in metal and wood, and various designs, wood rims in Dunlop and G & J sections, handlebars in various designs, nipple grips, spokes, toe clips, handle grips, bells, cyclometers, forks and fork ends, and expander bolts and lugs.

Mr. Smith's comments are interesting. He says: "The right adjustable handle bars we can only get in America, and the Duck roller brake is largely used for wood rims. Wood rims are very popular, aluminum chain guards, spanners, bells, spokes, and nipples are largely used in trade."

Reverting to the promise of a good season, Smith says: "I am glad to say that the prospects of a good harvest are assured, and that, as we are getting high prices for produce, wool, metals, etc., Australia ought to have prosperous times in the near future, and every body seems full of bright hopes. The only thing we want here is a little less of the professional politician, for, with a population of four and a half millions, we have fourteen parliaments, six governors, and one Governor General, and all our politicians are paid members."

An interesting publication enclosed is the "Victorian Annual Cycling Guide," containing the constitutions of all the leading cycling clubs in Victoria, and testifying to the fact that the sport and pastime is in a particularly virile condition.

Something like \$875,000 is spent annually in Victoria in the purchase of bicycles by the public. The popularity of the cycle industry in Melbourne alone may be gauged from the fact that in the city and suburbs there are estimated to be about 200 bicy-

cle builders and mechanics doing practically nothing else but making machines, and at the present season of the year, are, in most cases, turning out machines as fast as they and their staffs can make them.

When some years ago the price of bicycles dropped from fancy prices of \$125 or so, to something more in accordance with the average man's means, the industry went ahead by leaps and bounds, and to-day a first-class bicycle may be purchased for a nominal sum, either for cash, or on small weekly instalments, which latter arrangement meets with the requirements of the younger generation, who cannot perhaps afford to purchase on the cash basis.

The big cycling road race from Warrnambool to Melbourne, and held under the auspices of the Dunlop Rubber Co., also testifies, if further testimony were necessary, to the popularity of the sport of cycling over in Australia.

Will Try for Freight Reductions.

Comparatively few people have any idea as to the amount of expense which is involved in shipping goods, nor the way in which shipping charges eat into the profits of the retail trade. As to the cycle industry, but a very small proportion of those who are interested in its welfare know of the relatively great outlays which are involved incidentally in getting the finished product into its market. With motorcycles, of course, the charges are especially high. The brunt of this burden naturally falls on the western dealers, and also indirectly upon the individual user as well. It is something to know, however, that an effort is being made to alleviate the unfavorable conditions which these high charges breed, and that positive relief in that quarter may be expected within a reasonable length of time.

"As a matter of fact the present rate between eastern points and Colorado common points east of the Rocky Mountains is \$8.50 per 100 pounds, the same rate applying to 1,000 pound shipments, or more," says G. W. Sheff, of Sheff and Riggs, agents for the Reading Standard product in Colorado Springs, Col. "The freight classification is such that shipping by freight offers no relief. A motorcycle crated, shipped from Reading, Pa., costs for transportation from \$16 to \$20.

"We have taken up the matter with the local agents," he continues, "and they promise to write their respective superintendents requesting them in turn to appeal to the heads of the different companies or the Interstate Commerce Commission, requesting a lower rate on motorcycles or on packages of 200 pounds and over." This, according to the writer, "may do some good, and certainly can do no harm."

The Spring number of the Bicycling World and Motorcycle Review will appear April 27th. Why not send a copy to that friend of yours?

BUSINESS COMING WITH A RUSH

Swamped with Orders the Repairman Feels the Renewed Cycling Interest—Accessories in Good Demand.

Among the hopeful signs of a good bicycle season to come and of the increased business for the dealer and repairman which that will bring is the present crowded condition of the repair shops. From all sides reports are coming in to the effect that business in this line is in a healthier and better condition now than has been the case for several years past, while in one or two instances so great has become the pressure for delivery of repair jobs that not simply has the not unusual resort of night work been necessary, but considerable additions to the working force in the shops also have been necessary. Indeed, one well-known New York dealer and repairer, crystalized the idea by saying in reply to an inquiry as to whether business was "looking up" in good shape, "Yes, and not simply that, but it's coming in so fast we hardly know what to do with it. In fact we are simply swamped with orders and are working up to 10 and 11 o'clock nearly every night trying to catch up with ourselves."

"The way in which this bicycle business is growing is simply wonderful," he continued. "I have no figures at hand to compare the actual volume of business now with that of last year and the year before, but you can get some idea of it when I tell you that where before one mechanic has been able to take care of all the work which has come in, we are now using two men and two boys; and working them overtime, while I myself have all I can attend to in the store, even with my regular help there. It is simply remarkable.

"Of these repairs that are coming in, I should say that about 50 per cent. of it is new business, that is to say, brought in by people we don't know. And what is more, I should say that about half of them speak of being old-time riders who have not been on their wheels for several years, but who find themselves getting interested again and so much so that they feel they just must ride.

"The sundry business is picking up, too, and keeping pace with the other. It seems that everything that goes on a bicycle in one way or another is in good demand. We have no dead stock it appears, for the reason that everything is in demand and the sales are not all the small ones you might think them to be. Tires lead, of course, but we thought we came pretty near beating our own record the other day when we sold four sets of new tires inside of an hour. I tell you, it's all good business, and it's mighty like old times to get it, too."

GOOD YEAR FOR RUBBER GOODS.

(Continued from Page 63)

made to the balance of the Rubber Goods stockholders.

President Dale continuing in his report to the stockholders, says: "During the past year the selling forces and distributing agencies of the United States Rubber Company, both in this country and in Europe, have been availed of for the marketing of the products of the subsidiary companies of the Rubber Goods Manufacturing Company, thus affording to your company a greatly enlarged selling organization without additional expense."

President Dale says that an important advantage in connection with his company's co-operation with the United States Rubber Company is in the purchase of crude rubber through the joint ownership of the General Rubber Company, believing that no other company is able to obtain comparable advantage in the acquisition of its requirements of the crude material. The report says further: "While large benefits have already accrued to our company through its co-operation with the United States Rubber Company, there has not yet been time to realize the fullest possible measure of benefit. In this connection a committee has been appointed for the purpose of effecting the liquidation under the laws of New Jersey, where the

company is incorporated, of the Rubber Goods Manufacturing Company, thus bringing our subsidiary companies into still closer relation with the United States Rubber Company."

The report states that the controversy, which has been in litigation for the past three months with the Pope Manufacturing Company, has been amicably settled, the result being that the Rubber Goods Manufacturing Company now has the Pope Manufacturing Company, one of the largest manufacturers of bicycles and automobiles in the country, as customers.

The report further says that the new plant of the Morgan & Wright Company at Detroit, Mich, referred to in the last annual report, has been in complete operation since last summer and is, without doubt, the most modern and economical plant in the world for its purpose.

President Dale concludes as follows: "Business done since the close of their fiscal year, December 31, 1906, which is not covered in the reports appended, show that such companies have maintained the ratio of increased sales shown during the year covered by this report and the orders for future delivery are greater than ever before, all of which would indicate no abatement of the past year's prosperity in the rubber business, at least so far as concerns the business of the Rubber Goods Manufacturing Company."

Following is a synopsis of the operations of the allied companies for the year ended December 31 last:

	1907.	1906.	Increase.
Sales	\$19,737,121	\$17,662,453	\$2,074,668
Gross earnings	2,646,459	2,202,036	444,423
Net balance of profit	2,004,484	1,358,485	645,999
Dividends declared	1,270,287	986,836	289,451

Detail income account for year ending March 31, 1907.

	1907.	1906.	Increase.
Inc. from divs.....	\$1,226,249	\$962,324	\$263,925
Expenses	131,148	134,923	*3,775
Bal. for divs.....	\$1,095,101	\$827,401	\$267,700
Pref. divs., (7 per cent.).....	724,598	779,098	45,500
Bal. for com.....	\$370,503	\$148,303	\$222,200
Com. div. (1 per cent.).....	169,417	.....	169,417
Surplus	\$201,086	\$148,303	\$52,783
Amount realized on old items charged off..	.....	10,174	*10,174
Final surplus	\$201,086	\$158,477	\$42,609
Prev. surplus	576,066	417,589	158,477
P. and L. surplus	\$777,152	\$576,066	\$201,086

* Decrease.

The general balance sheet, as of March 31 last, compares as follows:

	1907.	1906.	Increase.
Assets—			
Cash	\$483,820	\$383,594	\$100,226
Mortgage notes	18,000	19,000	*1,000
Accounts receivable	88,710	7,792	80,918
Inv. stks. allied companies	27,639,722	27,458,780	180,942
Total	\$28,230,252	\$27,869,166	\$361,086
Liabilities—			
Preferred stock	\$10,351,400	\$10,351,400	.....
Common stock	16,941,700	16,941,700	.....
Bills payable	160,000	.....	\$160,000
Surplus	777,152	576,066	201,086
Total	\$28,230,262	\$27,869,166	\$361,086

French Tax Includes Tourists.

M. Charles Humbert, the new president of the Union Velocipedique de France, and a member of the chamber of deputies, has discovered a strange omission in the new law relating to the bicycle tax which comes into force on July 30 next. By this law it is enacted that the owner of every bicycle in France shall pay a tax of three francs, but those responsible for drafting the ordinance have forgotten to include an exemption in favor of tourists from foreign countries. Thus, while presentation of the card of the French Union secures free passage for French cyclists in Belgium, Germany, Switzerland, Italy, and Spain, natives of any of these countries entering France with their machines will require to table their money unless the law is altered. Mr. Humbert has, however, already interviewed the finance minister on the subject, and hopes are entertained that international complications will be avoided.

Grady's Big Increase in Business.

J. M. Grady & Co., Worcester, Mass., New England agents for Hudson bicycles, report a very satisfactory business. Up to the present time, they have delivered more bicycles than during the entire season of 1906, and the demand is steadily increasing. The Crouch motorcycle, which they also control, is having a large sale, as Mr. Grady reports that they have practically disposed of the factory's output for 1907. In addition to their store, this firm has been obliged to hire two warehouses in which to carry stock.

Signs on the Gasolene Tank.

That many people do not fancy the gaudy lettering with which makers of motorcycles emblazon the gasolene tanks in an effort to get all the free advertising possible, is becoming evident to dealers. In two recent cases, wealthy customers refused to take motorcycles the dealer offered until the latter had painted over the gilt signboard effects on the tanks.

The Retail Record.

Milton, Wis.—Carl Gray, sold out to E. R. Starks.

Mansfield, Mass.—W. D. Lyman & Co., new store in Billings block.

Tampa, Fla.—Place & Robinson; M. J. Robinson, sold interest to E. L. Snyder; new style, Place & Snyder.

Death Takes Bowe of Syracuse.

Another veteran in the bicycle manufacturing trade passed into the "other room" last week, a brief newspaper clipping announcing the death of John C. Bowe, the former president of the Syracuse Cycle Co.

Spend ten cents and send a copy of the Bicycling World's Spring Number to that friend of your. It may be the means of making a cyclist or motorcyclist of him—or her.

If your business needs a

Spring Tonic

treat it with

National Bicycles

The treatment almost certainly will cause you to "pick up" wonderfully in "no time at all." Nationals are not like other bicycles.

Catalog and Agency Terms on request

National Cycle Manufacturing Co.

Bay City, Mich., U. S. A.

¶ It is better to buy "the best" tire and pay slightly more for it, than to purchase a "cheap" tire and repent later. "The Best" is the most economical in the long run.

FISK TIRES

are that happy medium of lightness and strength that insures Comfort and Long Wear.

¶ With our 1907 product, the Standard of Quality as set by us is the Very Highest—and no effort will be spared by us to maintain it in every respect.

THE FISK RUBBER CO., Chicopee Falls, Mass., U. S. A.

Boston
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Denver

Springfield
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Detroit
Seattle

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Kansas City
San Francisco

Atlanta
St. Louis
Los Angeles

Chicago
Montreal

THE
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Change of advertisements is not guaranteed unless copy therefor is in hand on MONDAY preceding the date of publication.

Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, APRIL 13, 1907.

The
ANNUAL SPRING NUMBER
of
THE BICYCLING WORLD
and MOTORCYCLE REVIEW

will be the issue of April 27. As always, this number will be profusely and attractively illustrated and will contain a wealth of matter of the sort demonstrating that the bicycle is very much "alive," that nothing has taken or can take its place, and that its benefits are as great as ever they were—the very sort of material that will inspire riders, make new converts and win back some of the "lost souls." Among other features will be an illustrated review of the 1907 bicycles, motorcycles and accessories, making the number a book of reference also. Altogether the issue will be about four times the usual size to "help along the good work."

Most Promising of All Signs.

Ample proof is not lacking that the strength of the bicycle industry is increasing at a sane and hopeful rate which is most gratifying. For several years numerous statements have been made to the effect that an actual recrudescence of the bicycle was taking place, and these statements have been reinforced from time to time with statistics. The fact that these figures have seemed paltry by comparison with the returns of the days of inflated conditions, together with the fact that a newer industry, by no means its parallel, though such it may appear, has completely overshadowed it in its present condition, has served to reduce the force of the argument. The memory of the booming days and the misery which followed rankles deep and is hard to eradicate even by as many or more years of growing strength along perfectly stable lines.

With the breaking in of the present season, however, there are enough patent tokens to convince even the dullest observer that the bicycle business is picking up. Not alone are there more bicycles to be seen on the streets than for a long time past, not alone do the dealers report an increasing number of sales and better all around business than they have had since the days of the big ups and the bigger downs, but the status of the repair business furnishes the final convincing proof unquestionable.

New machines may be bought and used for a while, only to be cast aside, machines may change hands and pass from second to third owners and so on down the line of declining usefulness, and still no great amount of interest in bicycling be manifest. Even the springing up of an unusually great number of riders on a few stretches of good road on one or two pleasant days cannot in itself be taken as an indication of real vital strength or popularity. But when the repairmen begin to complain of overcrowded shops, the tribulations of long hours and added help, of orders which cannot be filled on time, and of customers eager to get their wheels, it can indicate but one thing.

A man may buy a new wheel on a whim and ride it for a few days as a sort of experiment; he may drag forth his old mount from its mouldy corner in the storeroom and ride it once or twice just for the sake of the novelty of the thing. But when a great number of people send in their machines for overhauling and re-

fitting and then clamor loudly to get them back again, it means that they know what they are about, that they want to ride, knowing what riding is and what it does for them, and that the call of the road is ringing in their ears. Taken together with a good development of sales and with the indications that the machines are used plentifully, the growth of the repair business spells strength and spells it strongly and unmistakably.

Spiceful Variety Helps Salesmen.

One striking feature of the existing motorcycle situation is the great amount of variety which is offered in the market. And despite the prestige of certain types and certain makers, it is really a wide field and little favor. There are models which are distinctly popular, to be sure, and many others, which either are little favored or are practically untried by the public. Coming down to the fine point, however, there is no single type which can be pointed out as the only "real thing," nor indeed any which can be indicated as undoubtedly the "coming thing." Thus there are machines with one, two and four cylinder motors; there are machines heavy and light; machines with long wheel bases and low frames and machines with short wheel bases and high frames; there are touring models, racing models and models nondescript; and there is variety in matters of detail, such as the manner of drive, the change-speed gear idea, the vital ignition problem and other equally important matters. Uniformity in design develops profits, it is true, and stands for a close approximation to mechanical perfection, as well. But diversity of types makes for that speculation and interest which keeps the market alive.

The present opportunity is one which the salesman ought to grasp and grasp hard in the endeavor to gain a firm footing for his maker and build up a name for his line. Variety provokes discussion, discussion breeds hobbies and hobbies develop interest. Interest, in turn, keeps the ball rolling. The public is fast gaining interest in the motorcycle, the foundation thus is laid ready to hand, and trade building along these lines is comparatively an easy matter. But when it comes about that all machines begin to look alike and work alike, selling will become a different matter. The success or failure then, however, must largely depend on the sort of foundation established now while the game is young.

BOTH CITIES FILE THEIR BIDS

Baltimore and Providence Apply for F. A. M. Meet—Mail Vote in Progress—Endurance Contest in Prospect.

It is a certainty that the annual meet of the Federation of American Motorcyclists will be held in either Baltimore, Md., or Providence, R. I., in either July or August next, probably the former.

Both cities have filed their formal applications with Secretary Wehman, the Maryland Motor Association, Inc., acting for Baltimore and the Providence Motorcycle Club for the Rhode Island city. Secretary Wehman is now polling the executive committee of the F. A. M. by mail and the result should be known within two weeks.

In presenting its claims Baltimore painted a particularly glowing picture of its advantages, mingling visions of savory crab feasts on the shores of Chesapeake Bay with outlines of hill climbing contests up "grades that are real hills." The fact that four tracks are available for the races and that Washington and the Jamestown Exposition are in close proximity are made the most of, and it is promised that while the route from New York to Baltimore will make an endurance contest worthy of that title, it is in no sense comparable with the bottomless sand stretches that made the contest that ended in Cambridge, Md., where the annual meet of 1904 was held, so memorable.

Providence's application did not paint such a glowing picture as its rival, but "got right down to business." Secretary Medhurst of the P. M. C., who signed the application, let it be known that at the special meeting of the club at which it was voted to bid for the meet, a guarantee fund of \$300 was subscribed by the members present, which amount is still being swelled. He promised that all who attended the meet if it was awarded to Providence, would be well taken care of and that the membership of the F. A. M. would be very substantially increased.

In personal solicitation for votes, Providence says it has two tracks and some real hills, and points to the proximity of Newport and the sea and of the good things it holds.

While there was some question as to whether the F. A. M. would this year hold an endurance contest in conjunction with its annual meet, there is small doubt that one will occur. The several new motorcycles that have made their appearance and the marked changes that have been made in most of the older ones make a test of the sort desirable from nearly every point of view. If Baltimore is awarded the meet the route is almost direct from New York; if Providence is chosen, a direct route is impossible because of the requirement that the course of such a contest shall not be

less than 250 miles. The most available route and one that would afford a thorough test, would be from New York via Poughkeepsie, N. Y., and Lakeville, Conn., to Pittsfield, Mass., thence across the Berkshire range, and via Springfield and Worcester to Providence. It is about the most picturesque route in the East and one that constitutes ideal touring ground.

Selected Runs for Motorcyclists.

Pursuing its policy of gradually extending its usefulness to its members, the Federation of American Motorcyclists has begun the work of compiling road books, in which work Secretary Wehman, who has a considerable gift for that sort of thing, and Chairman Toepel, of the Roads and Tours committee, are collaborating.

For present purposes the books will be "built up." No effort will be made to cover any particular State or extended mileage. Instead the books will be made up of a series of routes and maps, each printed on cloth-backed paper and issued separately, and the routes will be of the sort that will do "the greatest good for the greatest number." They will cover one-day runs and two and three tours, "not necessarily the most popular routes, but the ones which for good roads or beauty of scenery deserve to be classed as Selected Runs for Motorcyclists." Every effort is being made to obtain "unrepeated routes," that is, those over circular or triangular courses, to which preference is being given in the issuance of the cards and maps. Several new routes of the sort already have been "discovered." Credit is given each "discoverer." The route cards will also give the mileage between towns, the nature of the roads and the points of interest and will include a list of the F. A. M. registered repair shops en route, and the discounts accorded F. A. M. members.

The manner in which the cards are to be issued will permit of their being folded and carried in the pocket or of their being bound at the end of the season into a book with either fixed or detachable pages.

Two Motorcycle Clubs in New York.

Without any great fanfare of trumpets the second motorcycle club in New York City has been formed, evincing the spread of interest in motorcycling. This new organization is to be known as the Harlem Motorcycle Club, and as its name implies is composed of riders living in the Harlem and Bronx sections of New York. Although just organized the club has eleven members who meet at 1492 Fifth avenue (120th street). L. H. Guterman has been elected captain, F. Lewin lieutenant, and Fred Rotholz treasurer. Other officers will be elected at a future meeting.

Spend ten cents and send a copy of the Bicycling World's Spring Number to that friend of your. It may be the means of making a cyclist or motorcyclist of him—or her.

PREPARING SEASON'S PROGRAM

Bay View Wheelmen Arrange for Club Runs and Road Race—Admitting Many New Riders.

The Bay View Wheelmen are preparing for a busy season and have appointed a committee to arrange for its most important event—the time-honored Irvington-Millburn road race, on May 30th. Captain Julius Husse is in charge of the committee and his hard-working associates are William Ruoff, Frank Drastal, Julius Eisele, Louis Mattes, Fred Rein, Gustave Krantz and Harry Gutbrod.

During the season the Bay View Wheelmen expect to conduct about six century runs and Gustave Krantz, Julius Eisele, Frank Drastal, Louis Mattes and Harry Gutbrod are on the committee to arrange for these runs.

Captain Julius Eisele has been elected captain and Fred Rein his first lieutenant. The other road officers are Richard Andre, second lieutenant; Fred Arnold, quartermaster; Robert Stohler, sergeant; Carl School and George Lotsey, color bearers, and Walter Stager, bugler. Mr. Ruoff, who is on the Irvington-Milburn race committee, told the Bicycling World man that interest in cycling affairs of the club was never so great as at the present, and that the club is admitting to membership a score or more young riders at every meeting.

A "warming-up" run was held last Sunday, the destination being Scotch Plains, and it was well attended despite the unfavorable weather. A very interesting schedule has been prepared by Captain Husse, as shown by the following:

April 28, Feuerbach's Hotel; May 5, Paterson; May 12, Princeton; May 14, moonlight run along the River road; May 19, River road trip again; June 2, Linden and Rahway; June 9, Bergen Point; June 11, moonlight trip through Branch Brook Park; August 4, Coney Island; August 6, Duke's Park; August 18, Rockaway Beach; September 1 and 2, Philadelphia; September 8, Ocean Grove; September 15, Central Valley; September 22, Carlstadt; October 6, reunion run, with unknown destination; October 13, Singac; October 20, hare and hound chase; November 3, final run of the season and annual dinner of active riders.

Newburgh's Club Has a Good Surplus.

In its annual report the Newburgh (N. Y.) Wheelmen are shown to be in a very prosperous condition. The receipts from all sources during the year were \$3,962.71, and the expenditures reached \$3,790.23. The club has on hand over \$900. Treasurer Drew, who was recently elected president of the club, relinquishes the office of custodian of funds, having served in that capacity seven years.

POULAIN PULLED DOWN THE PLUM

Sprinted to Victory in First of the Paris Outdoor Events—Gets First Chance at Taylor.

Gabriel Poulain, formerly champion sprinter of the world, undoubtedly will be the first man to be pitted against "Major" Taylor, when the latter shall arrive in Paris. That such will be the case was determined by the two days' meet at the Parc des Princes track, Paris, Easter Sunday and Monday, March 31st and April 1st, when Poulain won the tenth annual Grand Prix de Paques. To the winner of this race would be given the first chance of meeting the negro, Taylor, it was virtually understood.

The season's curtain raiser for the velodrome where this year's world's championships will be held, was the best witnessed there in years. All the finishes were spirited and the presence of so many foreigners so early in the season had the effect of bringing something like 10,000 spectators to the grounds on each day. Good time was made in all the events, but especially worthy of mention is the fact Poulain covered the last eighth mile in the Grand Prix de Paques in 11 $\frac{3}{4}$ seconds, which shows that he is fairly flying.

On the first day, Sunday, the trial heats of the Grand Prix de Paques were decided and Ellegaard, the world's champion, got the first over Broka, Schilling, of Holland, triumphing over Hardy in the second. John Bedell, the American, used poor judgment in this heat and was shut out. The next heat was won by Rutt, the Kramerlike German, who beat Rettich, of Switzerland, by a length and a half. Big Doerflinger was set upon hard by Friol in the fourth heat and Charley Van den Born of Belgium was the first in the fifth and the last of the trial heats was taken by Poulain in rather easy fashion. In the repechage, on Sunday, Dupre, Heller and Hourlier qualified for the semi-finals.

World's Champion Ellegaard disposed of Van den Born and Hourlier in the first semi-final heat and the touted coming champion Dupre, walloped both Emil Friol and Walter Rutt in the second, a victory that was very significant. Poulain, Heller and Schilling was the order of finish in the third heat.

This left Poulain, Dupre and Ellegaard to battle for the final honors. Dupre took the lead, followed by Ellegaard and lastly Poulain. The positions did not change until the bell, when Dupre began to unwind, making his jump 250 metres from the tape, Ellegaard moved up alongside and it looked as though these two would have a neck and neck fight to the tape, but Poulain, with one grand burst of speed, came on like a whirlwind and went by Dupre

for a lead of two lengths at the finish, who in turn finished one length in front of the Dane.

Ellegaard was the only scratch man to show in the trials of the half-mile handicap, but he fell in the final upon bursting a tire. Broka, with 25 metres, won the final, getting home by two yards in front of Hardy (55 metres). John Bedell was on the 15 metre mark, having won his trial heat, but he was unable to get nearer to first money than seventh place. Time, 0:54 $\frac{1}{2}$.

Dupre and Doerflinger finished first in the tandem race with Poulain and Rettich second.

Although both Menus Bedell and Butler rode well in the one hour paced race



"MAJOR" TAYLOR

there were two Frenchmen who covered the boards faster. They were Darragon, who covered during the riding time 46.4 miles, and Contenet, with a mileage of 41.5 miles. Menus Bedell finished nearly half a mile in front of Nat Butler.

Hardy was the fortunate one of twenty-six competitors in the lap race, which he won by a length and a half from Riviere. Palutias, a hitherto unknown, ran away from Broka and Thuau in an invitation race.

Six riders started in the 30-kilometre paced race, and it resulted in a victory for Simar. "Tommy" Hall was second by one lap, Bardonneau third by two laps; Rugere fourth by three laps, and Antoine Dussot fifth by five laps. Grapperon quit before the finish.

Fossier won from Guippone by 20 yards in the motorcycle race, with Moreau one lap behind. The distance 6 $\frac{1}{2}$ miles, was covered in 6:42.

The Spring number of the *Bicycling World* and *Motorcycle Review* will appear April 27th. Why not send a copy to that friend of yours?

"MAJOR" TAYLOR SAILS FOR PARIS

Former World's Champion Again Takes up Racing—Lucky "13" His Registration—To Fulfill Contract.

Marshall "Major" Taylor is now on the high sea, and unless something unforeseen happens the former world's champion will be back in competition on the track after two years' absence. The famous negro crack sailed from New York on Thursday morning on La Touraine, accompanied by his wife and child.

Taylor will begin training at once upon his arrival in Paris and will compete in five match races at the Velodrome Buffalo. Most of these races will be either on holidays or at night, for Taylor will not ride on Sundays, which rule he has always adhered to. He is superstitious enough to believe that "No. 13" reverses its supposed power in his case, and attributes to his success, therefore he has taken the same registration number.

When seen shortly before sailing Taylor expressed himself as in the best of health. He looked overweight, though.

"Do you think that you can, after being off the bicycle two years, regain your form sufficiently to beat the champions of to-day?" he was asked.

"I am feeling fine," Taylor replied, "and I see no reason why I shouldn't regain my normal condition."

He added that he would first fulfill his broken contract with the Buffalo Velodrome before making additional plans.

"If I am successful, as I expect to be, I'll certainly ride all season."

A. C. Spain, the negro amateur of Bloomfield, who has just registered as a professional, was expected to sail on the same steamer as Taylor, but he was not noticed at the pier, nor is it thought that he got aboard in so stealthy a fashion as not to be seen.

Kramer Expected by Middle of May.

According to advice from Zion, National Champion Frank L. Kramer will reach Salt Lake City no later than May 15th. Kramer will be accompanied by faithful Jack Neville, the trainer who has been responsible to a certain extent for a large proportion of the champion's success. Neville has been with Kramer ever since the latter started to ride.

Plan to Join Compatriots in Paris.

The continually growing American colony of bicycle riders in Paris is about to receive additions. Floyd Krebs, sometimes known as the "Flying Dutchman," and J. T. Halligan, both of Newark, have announced that they intend to sail on Thursday next, 18th inst. They will go over as "free lances."

THEY TEST THEY ORDER

St. Paul, Minn., Oct. 23, 1906.

ECLIPSE MACHINE CO., Elmira, N. Y.

Gentlemen: Replying to your favor relative to motorcycle brakes, will say that we have equipped the larger portion of our 1906 model "WAGNER" motorcycle with the Morrow brake and can say the results have been very gratifying. In fact our experience with your brake has been so satisfactory that we have decided to equip our entire out-put next season with the Morrow and have just given your representative an order for our 1907 requirements.

We want to say that we adopted your brake only after a most thorough test on one of our machines and covering a period of seven months, during which time the machine was in constant use in our city, which we will add, is unusually hilly.

It may also be of interest to you to know that the machine, which was equipped with this particular brake has now been run two full seasons, without any repairs or replacements whatever to the brake.

Thanking you for your past favors and wishing you the success which you certainly deserve, we remain,

Very respectfully yours,

THE WAGNER MOTORCYCLE CO.

Durability of the Morrow is again emphasized by this letter. And remember how much time, study and thought a manufacturer gives to a subject before selecting one particular make or brand for equipment purposes.

DEATH CLOSES HAUSMAN'S CAREER

Former Racing Man Taken at His Home—
Enjoyed a National Reputation as a
Rider a Decade Ago.

Last Friday, 5th inst., there died at his home in New Haven, Conn., after a lingering illness, a man who, although of late years had absented himself from the bicycle racing game, was some years ago among the foremost of the crack racing men in America. E. C. Hausman, "Eddie," as the fraternity better knew him, was the man who passed into the great beyond. The last rites were performed on Sunday afternoon. The deceased was aged 30 years 4 months and 1 day.

It was just about a decade ago when "Eddie" Hausman was one of the famous racing men of the country. He started to ride in 1895 and that same year won his novice medal. During the next year Hausman was locally well known, but early in 1897 he and George Collet were "the" scratch amateur pair. Later in the season he and Collet "hooked up" as a tandem team, and they carried everything before them, breaking world's records on the old third of a mile banked dirt track on the Y. M. C. A. grounds at Waterbury. It was at this track that one of the first open air night meets in America was held. Hausman won an amateur tandem championship in company with his team mate Collet, in the fall of that same year.

In 1898, Hausman and Collet were team mates and it was due to his partner that Collet was able to run away with all but one of the L. A. W. championships at the national meet, at Indianapolis, the exception being Kramer, who won the one mile. Hausman ran second in nearly all the events and with Collet won the one mile tandem championship. It was on September 8th, at Waterbury, that he, in company with Collet and Dickerson broke the world's triplet record in a handicap for one mile, and the figures, 1:58½, are on the book to-day. Two months before that Hausman and Collet broke the tandem record for two miles on this same track, and they were not erased until two years ago.

The next year Hausman and Collet had a disagreement and the first named chummed with "Billy" Rutz, also a New Haven rider. On August 25, Hausman and Rutz broke the world's tandem record for one mile at the old Berkeley Oval track, and the figures, 1:52¾, have never been erased. Hausman, along with Collet, Rutz, Dirnberger, Kramer, Elkes, Walther, Downing, "Poke" Freeman, Kiser, Gardner, McFarland, Bald, Stevens, Kimble, and some others, was one of the first to break away from L. A. W. control and identify himself with the National Cycling

Association, and he rode his first race under the new regime at the opening N. C. A. meet at Ambrose Park, Brooklyn, on May 20th. On July 22d, that year, he and Kramer ran a memorable dead heat at Vailsburg. Hausman was one of the brightest stars of that year.

Next season he and Rutz were among a number that were turned professionals, and together these two toured the West with a motor pacing tandem, and made national reputations. Hausman also rode in Madison Square Garden, September 28th,



E. C. HAUSMAN

breaking the 20-mile record in 46:06½, a performance that has never been bettered.

Three years later he took up automobile driving, but gave it up almost before becoming known as a race driver. Then he went into business in New Haven, but had to leave for Colorado on account of his failing health. He returned to the East about a year ago and it was reported that he had died, but no confirmation of the report was ever received until this week, when "Eddie" Hausman was laid away to rest in his home town.

Big Track Being Built Near Berlin.

A modern 500-metre (546 2-3 yards) cement track is being built at Spandau, west of Berlin, and it will be opened early in May. As it is to be almost circular, it is expected that some fast times will be made. One of the features of the new velodrome is that the disagreeable feature of having racing men, attendants and others running across the track to and from their training quarters will be entirely eliminated, so that there can be no accidents from that source. A tunnel will connect the training cabins with the track enclosure.

Spend ten cents and send a copy of the Bicycling World's Spring Number to that friend of your. It may be the means of making a cyclist or motorcyclist of him—or her.

DEVINE WINS THE COVETED TITLE

Military Athletic League Championships
Develop Whirlwind Riding—Injunction
Proved Poor Speed Dope.

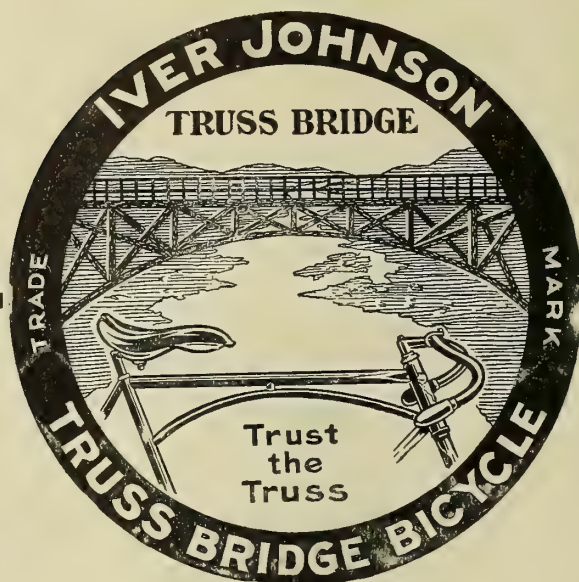
"Sir" Walter Raleigh, who won the last Irvington-Millburn, and recently was one of the lot of amateurs that were turned into the professional class, must be a "sore" young man—that is, troubled in mind. Raleigh is one of those intelligent Pulled Corks that are strewn along the Coney Island cycle path every Sunday, who bears a grudge against the National Cycling Association because it will not allow him to do just as he pleases. His "I'll-slap-you-on-the-bare-wrist-so-there" attitude came to the surface last week. Raleigh recently became a soldier boy, and although a professional competed in some races in the 13th Regiment armory. He wished very much to win the military athletic league's championships, so much, in fact, that he went and got an injunction restraining the N. C. A. from keeping him out of the events, or something of the sort. Well, he was allowed to ride, under protest, but failed even to qualify and did not throw Charles Nerent of the 71st Regiment, as it appeared he tried to do.

The championship races were held in the 13th Regiment armory, Brooklyn, on Friday and Saturday last, 5th and 6th inst. As the Bicycling World predicted, Owen J. Devine, the crack little speed merchant of that regiment, proved to have enough speed to win the title and also to break the records. There were other brilliant performances in other branches of sport, but it was dapper little Devine that drew the loudest applause from nearly 10,000 spectators. Devine surprised all who saw him ride, and it was evident that instead of spending the winter sitting around the fire telling what a great rider he is, he was preparing himself to be one. His riding was on the whirlwind order and to triumph he had to defeat such flatfloor experts as Cameron, Van den Dries, Perden, Sulzer, Adams and Nerent. Last year the honor was secured by Louis J. Weintz, but Weintz could not compete this year as he has been declared a professional.

The trial heats of the two championship events and also the handicap were run on Friday night, leaving its finals for Saturday. Devine began his brilliant work by making new records in both trial heats, 2:30 for the mile and 5:12½ for two miles.

Six riders started in the first heat of the one mile championship, but they had gone only one lap before Cameron, who was on a borrowed bicycle, fell, and H. R. Brown, Jr., wiped the dust off the floor in the next lap. Cameron remounted but could not regain his ground before Vanden Dries, Sulzer and Perden finisher in the order named. Time, 2:35¾. Devine, Adams and

Not a
"Talking
Point"



But a
Selling
Point

Iver Johnson Truss Bridge

means a stronger and more rigid frame, and an easier riding bicycle. It saves rack and strain on every part and saves power of the rider. This is the bicycle that the dealer can sell quickest and with greatest satisfaction.

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It shows all 1907 Models, with detail of construction.

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Gendron Bicycles

are the matured product of twenty years of continuous improvement and painstaking workmanship. Their worth is real. Their general appearance, style and finish is unexcelled. In perfection of bearings they are unapproached.

Apply for Their Agency Now

Gendron Wheel Co.
TOLEDO, OHIO

Nerent qualified in this order in the second heat from a field of six, Raleigh, Taylor, and Daley being shut out. Time, 2:30.

The final heat on Saturday night was one that will be remembered for some time by all who saw it. There was nothing slow about it, and with all the spectators on their feet yelling at the finish the armory presented a sixdayesque effect.

After two or three laps Devine went to the front and although attacked ferociously by Van den Dries managed to get home by a few feet. Elliot Adams was close up for third place. Devine reduced his time of the preceding evening by four-fifths of a second, covering the mile in 2:29 $\frac{1}{4}$.

Sulzer fell in the first heat of the two mile championship, which was won by George Cameron, with Van den Dries second and Brown next. Time, 5:15 $\frac{3}{4}$.

Raleigh, the professional, fell in the next heat, remounted and then quit, after having tried to stall or throw Nerent. Nerent sprinted after awhile, got by and then Raleigh sat up. Devine got first in 5:12 $\frac{1}{4}$. Adams was the runner-up, and Nerent got in for third.

The final heat was a dizzy whirligig all the way, Devine and Cameron being the chief duellists. They were all bunched at the finish, Devine getting to the tape first, Cameron second and Adams third. The time, 5:11 $\frac{1}{2}$, is a new record.

In the heats of the one-mile handicap, Nerent, Adams and Reynolds were the three in the first and Van den Dries, Devine and Taylor were chosen in the second heat. Hanks, a former Buffalo star, took a slide of about twenty yards when his rear wheel caved in.

Charles Nerent had 100 yards in the final and he made good use of his lead by going all the way. He won the race by 20 yards from Van den Dries, on the 40-yard mark. F. Elliot Adams, who started from the same mark, was third. Time, 2:21 $\frac{1}{4}$.

Buffalo Armory Races Were Spills.

For exciting brushes and occasional spills the one mile open at the 74th Regiment meet in Buffalo, on Saturday last, 6th inst., took the prize. Although it was a whirlwind affair from start to finish, it was not unparalleled in point of time, as Fred Schudt's armory record of 2:12 $\frac{1}{4}$ was never in danger of having a splinter taken from it. Schudt won the even easily with plenty to spare at the tape. Adam Fischer beat the crack young Delling for second place.

Frequent falls kept several fast backmarkers from getting into the final, which was taken by E. Arenz, of the Ariel A. C., with a lead of 60 yards. J. M. Tanner got second from scratch, and T. B. Devine trailed.

The Spring number of the *Bicycling World* and *Motorcycle Review* will appear April 27th. Why not send a copy to that friend of yours?

PERFECTS DETACHABLE SIDE CAR

Motorcycle Can Be Made a Vehicle for Two, When Desired—Method of Attaching the Device.

What is to many riders one of the chief recommendations of the motorcycle is to others its chief drawback, namely that it accommodates but one passenger. To some this affords just the supreme independence of all the rest of the world they most desire, while to others it is something of a handicap. To such, of

ing, the solution was found to be a large Cee-spring surmounted by a short flat spring on which the seat rests directly. This form of suspension has proved extremely satisfactory, getting rid of all jouncing and shaking, since the two springs equalize one another and dampen the shocks as well as the minor vibrations. The attachment is fastened to the motorbicycle at three points by as many bolts and nuts, namely at the rear axle, the seat post, and at a point just back of the head on the top tube, thus making the whole as solid as though made together and throwing the weight on the back wheels where it belongs."



GODDARD'S DETACHABLE SIDE CAR

course, the tri-car principle appeals, and on this account not a little use for the added seat has sprung up.

Not being able to secure the ideal thing in this line, according to his own way of thinking, R. W. Goddard, 15 Abbot street, Worcester, Mass., last fall set about designing one for himself. The result developed the arrangement seen in the accompanying picture, which has proved entirely satisfactory—so satisfactory indeed, that the builder has commenced producing others on order for such customers as he can command. Referring to its evolution, he says:

"After experimenting, I found that by using 1 $\frac{1}{4}$ by $\frac{3}{8}$ inch self-tempering spring steel for the frame, I could have a stiff yet elastic frame weighing less than 20 pounds. The question of suspending the seat then arose, and after more experiment-

Speaking of the excellent way in which the device has worked out in actual practice he says: "The car was run all last winter through the snow, and this spring, attached to a new Indian has done some really wonderful 'stunts,' in the way of hill-climbing and speed. Outside in the country it was run about a mile over railroad sleepers at a rate of more than 20 miles an hour and came out whole. In addition to this, it has stood other severe tests."

The price of the sidecar complete is \$35, while for the frame and wheel without seat or box, the price is \$22. The regular equipment includes the frame as above described and a motorcycle wheel fitted with 1 $\frac{1}{4}$ -inch single-tube tire. At slight extra-cost, however, a steel clincher rim can be supplied, and fitted with a regular double tube tire equipment. Besides the seat arrangement, it is possible to fit a parcels box.

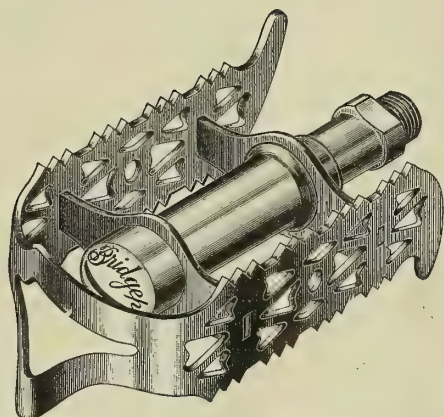
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139 Centuries=20,292 Miles

(2)



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If machines of the sort appeal to you we'll be
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Reading, Pa.

ADVICE BY AN EXPERT REPAIRMAN

Valuable "Pointers" Gained by Long Experience—Changes that Please the Customer—Creeping Tire Signs.

The bicycle repairer's lot, like the policeman's, is not always a happy one. From November when the snow begins to fly until the Ides of March, when the snow begins to melt, and a wise Providence sends down strong, cold, blustery winds to dry up and carry off the superabundant moisture, the bicycle repairer is in a state of hibernation. He truly must make hay while the sun shines.

Every bicycle repairer, good or bad, is now overcrowded with work and the eight-hour law is forgotten, at least until the end of June. One repairer who has years of experience and knows how to conduct his business with profit to himself and satisfaction to his customers, was asked to give his views on spring bicycle repairing, with some hints gained from his experience.

"Bicycle repairing is so elementary in practice," he began, "that there is little to be said about it. While in general it is true that it is not as large as during the boom times, still it is again growing larger every year, and as there are fewer repairers now, why naturally enough there is more work for those engaged in it, and prices are better, cut work botch competition having been eliminated.

"Every bicycle, no matter how little it is used should be taken apart at least once a year and overhauled. The bearings should be soaked and washed in kerosene, then repacked in solid lubricant. The bearings must be carefully adjusted and locked to secure easy running without wobbling. Some day I hope to see two-point annular non-adjustable ball bearings used on bicycles. Consider for a moment what this would mean. A new talking point, a new fad to advertise, and a bicycle that would never need adjusting in its bearings from pedals to wheels, hanger and head. Like the deacon's one horse shay, it would run 'a hundred years and a day.'

"The kerosene pot and brush are handy," he continued, "to clean off the frame and forks, spokes and hubs, a hard rub afterwards with a soft woolen cloth producing a polish on the enameled work and rims. Kerosene is also good for the handle bars, pedals, cranks, sprockets, seat posts and all the bright parts to remove the rust, before polishing them with nickel polish. Wheels should be trued, and where the spokes are rusted new spokes put in throughout. A coaster brake with new spokes in the old rim or a complete new coaster brake and rear wheel, is always in order, because a coaster adds a new and glorious feature to cycling.

"Tires should be removed from the rims, the rim carefully cleaned, the tire also, and

shellaced on again. This will prevent creeping and cutting the valve stem off, which is so common in the spring, the shellac or cement having dried out during the winter. An infallible sign of a creeping loose tire is the light gray dust that always shows when this is happening between the edge of the rim and the tire. A metal base valve is, of course, readily inserted where the creeping has partially or wholly cut off the rubber valve stem, being careful to countersink the valve hole in the rim to fit the metal base. Valve insides are so cheap and so easily replaced that new ones should always be inserted in the spring.

"No tire should be kept on a bicycle more than a year, no matter whether used or



NEW YORK BRANCH: 214-216 WEST 47TH ST.

not. They harden, dry up, lose their speed and resiliency, and it takes 25 per cent, more power to propel the bicycle, making hard work out of what should be pleasure.

"The cheap new tire is just as bad, since it pulls on hard over the rim, because it is not elastic and does not stretch. On the other hand, see how easily a good tire goes on the rim. Yet how firmly this soft, velvety tire, owing to its construction, grips the rim when inflated.

"A pair of new grips and a saddle also make for comfort, and if the pedals are worn smooth on their teeth a bright new pair adds style and go. Last, but not least, sound the frame for any breaks in the brazing and straighten the front forks if they are pushed back, otherwise continued vibration will produce crystallization and fracture, a fall, and possibly a broken arm or collar bone.

"Finally, the man or woman who happily rides this rejuvenated bicycle will spread the gospel of cycling everywhere, and new converts and sales will result, and many backsliders return to the fold for new mounts."

SHOWING OF STOCK IS NECESSARY

Buyers Want to See the Bicycles—Business Lost by Timidity—Must Have Machines Ready.

Hand to mouth stocking of machines is sometimes responsible for loss of business, according to one tradesman, who through the variety of his experience is able to view things from a broad standpoint. He has little patience with dealers who are inclined to order liberally on a sunshiney day and then send cancellations the next day, if it happens to rain.

"Not that I wish to urge dealers to order to the point of overstocking, with its consequent worry and money losses," he said, "but there are many dealers who even yet have not attained that basic art of merchandizing which consists of judging correctly their stock needs. It is true that the retail demand fluctuates largely with the weather, but to be in the business at all a dealer should have a pretty clear conception of what his stock requirements will be and order accordingly, and not be even more fluctuating than the weather itself, in his confidence.

"I have known of cases where a dealer peculiarly subject to pessimism and depression incident to a low barometer, would try to cancel all his orders during a few consecutive rainy days, and a little later, when would-be customers wanted machines, he could not make deliveries, and their enthusiasm and desire had all passed before he could get in any machines.

"Just now," he continued, "the dealer who is really in the business, should have on display in his shop a number of the latest models all ready for delivery. The public is showing a reviving interest in bicycles and the way to clinch sales and impress people with the strength of the recovery is to have new machines displayed on the floor. Nothing is better calculated to dampen the possible purchaser's interest than to learn that the dealer could send for a bicycle if they really thought they wanted one and would choose from the catalogs that the dealer would have before long. If that kind of selling could win them, the mail order houses would have had them long before, as it would be easier for them to buy by mail than to go around and prod up some dealer to send for a bicycle for them. Now is the time for the dealer to gamble heavily if he ever did, by getting in a good showing of new, glistening machines, the very appearance of which will impress the visitors with the desirability of cycling and the dealer's ability to give them the latest and best."

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EAST MAY HAVE RACING, AFTER ALL

McFarland Coming Back Stirs Hopes of Vailsburg Enthusiasts—Racing Talent is Still Available.

A very different complexion was put on the racing situation in the East this week when it was learned that Lawson has not "signed up" with the management of the Salt Lake track. Floyd McFarland has not, either, for that matter, and the fact that Lawson has written to McFarland to come back, may mean a great deal more than is apparent on the surface.

McFarland is the kind of a man that will never divulge his plans until he is quite ready to carry them out, and the present condition of affairs would seem to suggest that the veteran campaigner has a trump card up his sleeve that is yet to be played.

"Major" Taylor, when seen this week, admitted that he had received an offer from Salt Lake City, but that he had not accepted it yet. When approached on the Vailsburg question he said he knew nothing, but would be quite willing to ride there if McFarland should take hold of it.

McFarland stands in with most of the bicycle riders and it will be easy for him to secure foreign talent, such as Walter Rutt and Thorwald Ellergaard, who, it is understood, have not bound themselves to ride for any manager. Fogler and Bardgett and the Bedell brothers can be secured and there is sufficient local talent to make up the bill. The "old man" himself will be over in a few weeks and until that time it can only be conjectured what he will do. Those who profess to know, maintain that McFarland has not let Vailsburg escape his memory.

Vailsburg Track to be Kept Intact.

Vailsburg's famous old board track is not to be torn up after all. This decision was reached last week, when the directors of the baseball league that had in mind the leasing of the historic grounds, decided to select Morris Park for the baseball diamond instead of Vailsburg. It was thought that the expense in tearing down the track would be too great. There is some hope that somebody will "take hold" of Vailsburg this season. Although the cracks have been secured for elsewhere there is plenty of good material in this section to provide exciting professional races. Although no announcement has been made, it is expected that a meet will be held at Vailsburg on the afternoon of May 30th, at any rate.

Spend ten cents and send a copy of the *Bicycling World's* Spring Number to that friend of your. It may be the means of making a cyclist or motorcyclist of him—or her.

Motor Racyclists Part at Dayton.

Westward-ho Balley and Eastward-ho McCollum, bound for Denver and Boston, respectively, on motor Racycles, parted company at Dayton, Ohio, after the first part of their journey from the Miami Cycle & Mfg. Co.'s plant at Middletown, Ohio. Their routes do not in the least represent the "bee line" or "as the crow flies" idea, but are designed to take in as many towns and cities as possible. McCollum, for instance, while making general progress eastward, will cross the State of Ohio three times from north to south, in some cases zigzagging from east to west in such a way that 200 miles travel will find him only 20 miles from his starting point.

Rain and slippery spring mud such as Ohio's rural roads are rich with, have already given the riders a taste of real touring, and a forecast of occasional hardship. On his way to Columbus, McCollum frightened a horse, which ran away and injured the driver. The motorcyclist was not only grieved at the accident, but was chagrined to find that the horse was not in the least afraid of his machine but was in terror of himself because of his costume.

In traveling through the small towns and cities he is amazed to find the lively interest in bicycles and motorcycles, and the inclination of the wealthiest and most prominent men in these places to take up cycling this spring.

After Both Mileage and Centuries.

That Ernest G. Grupe means to win both mileage and century honors in this year's competition in the Century Road Club of America, is shown by the April report of Chairman Noble O. Tarbell, of the roads record committee. Grupe heads both lists, and his brother, Harold E., is the runner up in the number of centuries ridden since the first of the year. Jacob Hedden of Brooklyn is third in the race, Fred E. Mommer is fourth and Richard Duffy fifth. Joe Noe, of Jersey City, stands on the second rung of the mileage ladder and the order of the other distance riders is J. W. Hedden, H. E. Grupe, N. O. Tarbell and F. E. Mommer.

Guignard in Front at Dresden.

Paul Guignard was the hero of the opening meeting on the Ulrich track at Dresden 31st ult. In the 20 kilometre even he finished three laps ahead of Walthour and Vanderstuyft, who tied off second, and ten laps in front of Demke. Vanderstuyft finished second in the 50 kilometre, with a loss of one lap, and Walthour was third, three laps to the bad. Demke, poor Demke! had lost only twenty-one laps.

Nedela was the only rider that had a pronouncable name at the first track meet this season at St. Petersburg on March 26th. Nedela won all the races in which he entered. His three most formidable opponents were Pyzgupinikoff, Edjouboff and Kronprukoff. Fact!

JOHNSON JOURNEYS SOUTHWARD

His Hoodoo Burns an Opera House—"Up Against It" in Wilmington—Better Luck in Baltimore.

"Working His Way" Axel Johnson has got as far as Washington, on his southern "dead broke" tour, and no gypsies or tramps held him up and relieved him of his spare parts and accessories between Wilmington and the nation's capital, as they are reported to have done before he reached the Delaware cities.

Johnson writes that he was really "dead broke" when he reached Wilmington and during his stay there slept on a couch at the Wilmington Bicycle Club one night, and slept on a bench in the depot the next, during which time he had only a cup of milk and an apple.

Leaving Wilmington he rode to Belair Md., where an editor, attracted by the large sprocket wheel of his Racycle, gave the tired traveler a stimulant in the form of a dollar bill, in exchange for a picture. Then he went and got a "double square meal" and had just concluded arrangements to go on that night at a local play house, when the fire bells rang. It was Johnson's misfortune that the fire happened to be in the opera house, so of course the engagement was cancelled.

Having exhausted all his funds for food Johnson was compelled to sleep in a tower house and the next morning set out on the 53 mile ride to Baltimore. The "dead broke" rider describes the road the worst he ever encountered. "They reminded me of a picture I saw in the first copy of the *Bicycling World* I ever saw. That was in Scandanavia about seven years ago. The picture was captioned, "Bad Roads a Disgrace to any Community." I had to walk about 24 miles until I reached Perryville, ferrying across the Susquehanna river to Havre de Grace. The roads were fine from there into Baltimore.

Johnson was met in the Monumental City by "Billy" Logue—everybody knows him—who gave him the welcome news that Howard Cole, a son of a prominent physician in the city, and an enthusiastic Racycle rider himself, expected him to make the Cole mansion his home while in Baltimore. Within half an hour after he reached Baltimore, Johnson wrote, Logue had about "30 of the most enthusiastic bicycle riders I ever saw," in the store. After a short experience meeting Johnson was whisked away in Dr. Cole's automobile and given his first taste of true southern hospitality.

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The Week's Patents.

845,074. Lubricating Apparatus. Henri Frenay, Lutich, Belgium. Filed Aug. 1, 1904. Serial No. 219,001.

Claim.—1. In combination with a motor, a lubricating apparatus especially applicable to motorcycles, and including a lubricator, an oil reservoir, a three-way cock, and a controlling handle therefor placed within reach of the driver, the cock being arranged to admit oil alternately either from the reservoir to the lubricator, or from the lubricator to the motor, and the lubricator carrying an atmospheric tube allowing the flow of oil to the motor.

846,212. Motorcycle. Walter C. Johnson, Colemans Hatch, England. Filed Nov. 26, 1906. Serial No. 345,196.

Claim.—1. A motorcycle having a front steering wheel and a twin-tread rear driving wheel of less diameter than the steering wheel, a suitable frame in which said wheels are journaled, a motor carried within said frame, operating connections from the motor to said driving wheel, and a foot platform located upon each side of the rear wheel below the axis thereof, upon which the rider may stand astride of the rear wheel and readily mount and dismount therefrom, substantially as described.

846,239. Crank-hanger. Frank M. Osborne, Anaconda, Mont. Filed Dec. 6, 1906. Serial No. 346,572.

Claim.—1. The combination substantially as herein described, of the cranks having inwardly-projecting shaft sections one of

which has its end tapered, and the other of which has a tapered recess to receive said end, such shaft sections being bored longitudinally and one of the sections having its bore threaded, and the bore of the other section extending entirely through the same to the outer side of its crank, and one of the cranks having at the outer end of its shaft section a threaded portion and a dust cap screwed thereon, and the other crank having a dust cap encircling its shaft section, and a sprocket wheel on the inner end thereof, the bolt connecting the shaft-sections and screwed at one end into the threaded socket of one of said sections and projecting at its other end outwardly beyond the outer side of the other shaft section, and threaded at said end, a nut on such end of the bolt, a cone-sleeve encircling the shaft sections, and provided at



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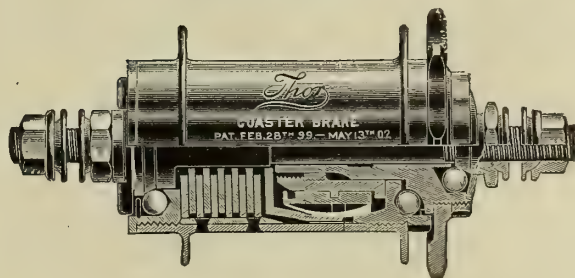
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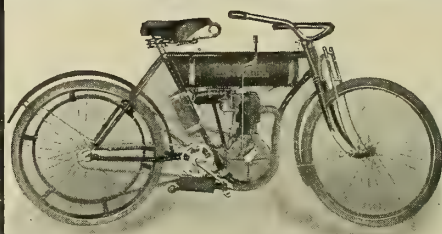
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EXAMINE THE INDEX

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If it is claimed to be a high-grade bicycle and the saddle isn't a Persons there's "something wrong somewhere."

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THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

Volume LV.

New York, U. S. A., Saturday, April 20, 1907.

No. 4

NO CYCLE SHOW NEXT YEAR

Trade Committees in Conference Decide Postponement for One Year Advisable—How Situation Has Altered.

There will be no cycle and motorcycle show in New York during the year 1908; and after a fashion the automobile is responsible, although in not quite the fashion that unthinking persons are likely to fancy is the case.

The committees of the Cycle Manufacturers Association and the Cycle Parts and Accessories Association which had been empowered to survey the situation, met in joint conference in New York this week at call of Chairman C. A. Persons, who had done most of the surveying, and when notes were compared and the conditions thoroughly discussed the decision was reached to report back to the two associations that it is the better part of wisdom to postpone the holding of a show until 1909.

Since the project was first launched and committees appointed at the Buffalo meetings of the two organizations the situation has altered radically. At that time there was every prospect that the big automobile exhibit held annually in Madison Square Garden would next occur in January, as heretofore, the idea being that a cycle show held in New York on concurrent dates would benefit greatly by the hosts of visiting dealers and out of town people generally. Within the past few weeks, however, the promoters of the Madison Square Garden function created a furore and upset all calculations by selecting the first week in November as the time for their next display.

November is too early to expect any considerable volume of orders to be placed for bicycles or to attract any save the hardiest bicycle buyers and as several motorcycle makers who had been sounded ex-

pressed doubt that their new models would be then ready for display or that they would care to display them so early, even if they were ready, the committee's decision to postpone action was reached by a simple process of logic. There was no lukewarmness on the subject of the desirability of a cycle show. All agreed that it would serve excellent purposes, even the doubting motorcycle manufacturers agreeing that another year would wholly alter their attitude. They have no wish to continue as the very small tail of a very big automobile show dog, and with public interest increasing to fever heat, and with ability to meet the demand and to make deliveries, they figure that 1909 will be just the ripe time for them to prove the magnets at a cycle show.

The publicity committee of the two associations held a session on Wednesday. Those present were Harry Walburg, E. S. Fretz, C. A. Persons, R. D. Webster and D. S. Troxel.

Sports, Ltd., Opens on Broadway.

Sports, Ltd., which was recently formed to retail bicycles, motorcycles and motorcycle supplies, was incorporated under New York laws this week with \$10,000 capital and has opened its store at No. 1775 Broadway. Victor bicycles, at \$25 complete with coaster brake, will be the feature line, backed up with machines of higher price and a good line of juveniles. Several well-known makes of motorcycles will be handled, with the Royal probably as a leader, and a complete line of motorcycle sundries also will be stocked and catalogued. Palen Nelson is president of the new concern, and John G. Bogen treasurer and manager.

Pope Adds a Three-Bar Bicycle.

The vogue obtained by the truss frame or three-bar bicycle has caused the Pope Mfg. Co. to "take notice." That Hartford company has just added a model of the sort to its line. The extra tube runs parallel with the top bar of the frame.

WILLIS GOES TO THE WALL

Too Much Automobile Leads to a Receivership—Liabilities Large, Assets Normal —Willis's Interesting Career.

The E. J. Willis Co., once one of the best known cycle jobbing houses in New York, went into the hands of a receiver on Tuesday last, 23d inst. The liabilities are in excess of \$180,000 and the assets about \$100,000. The receivership followed the filing of a petition in bankruptcy by three small creditors who are unknown to the cycle trade.

The failure was in no sense a surprise as it has been an open secret for a month or more that Willis was in financial straits. The automobile business was the cause of Willis's undoing. About four years since he took on automobile supplies and second hand cars, and gradually his bicycle interests shrank until while not insignificant, they were as nothing compared to their former proportions. Despite the fact, however, many of the manufacturers identified with the bicycle industry are represented on the long schedule of liabilities. Willis while personally a very likable man, had not endeared himself to the entire trade because of his predilection for "bargain prices," and there are those who frankly say they are glad of his plight. Others say that Willis will not require any great amount of sympathy.

Willis was rather an interesting figure in cycling history. With Herbert E. Laurie, a rosy cheeked young Englishman, who later is said to have "gone to pot," he came from London in the early 90's, with the first pneumatic tired racing bicycle seen in this country. The air tire was then very much doubted, and Willis and his colleague created a thundering sensation by winning practically every event which they entered, even when forced to start behind the scratch mark. Laurie was soon lost

to sight, but Willis made New York his home and later, with M. L. Bridgman and G. S. Macdonald as partners, he set up as an importer of Raleigh bicycles. The business did not flourish and the company failed. After a lapse, Willis went into the jobbing business in a small way and gradually expanded to considerable proportions. When he took up automobiles and supplies he turned his business into a corporation.

Putting Tires to the Test.

As a result of a series of experiments which have recently been conducted by a number of tire experts, several interesting facts have been brought out in connection with the methods of tire construction, not to mention a point or two as to the ways of testing the various grades of stock used in the complete structure, which are worth knowing. These results show that the part of the tire nearest the ground, which is known as the tread rubber, to give the best results should be composed of some compound stock, as the pure rubber will not stand the continuous friction caused by coming in contact with the road surface. Near the center of the tire comes the "breaker strip," made up of two or three layers of canvas separating the tread from the next layer of rubber or "cushion stock." The "cushion stock" is usually of the highest class of rubber, being only slightly compounded. The next layer toward the center is a fabric, several ply thick, frictioned inside and out.

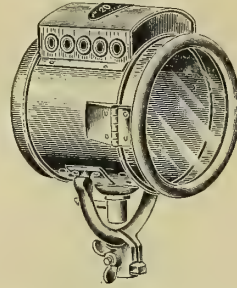
In regard to the methods of test, it develops that the degree of compounding can be determined by the specific gravity of the stock, it being known that the specific gravity of pure rubber is between .950 and .980. The ash obtained by burning the rubber at a low degree of heat, also represents the degree of compounding independent of the sulphur used for the vulcanization. To determine the strength, a strip is cut from each of the different layers of the tire. One end is gripped and weights are then added to the other until it breaks. A Para rubber shows high strength and the cheap rubber low strength. In determining the elasticity a similar strip is cut from a tire, a measured length being taken. The strip is then stretched between two nails on a board until it has been stretched almost to its limit, in which position it is kept for twenty-four hours. It is then released and ten minutes after being permitted to regain its natural state it is measured once more to determine its "permanent set." A good grade of rubber has but a slight amount of set under these circumstances, while a poor grade has a greater amount depending on its quality.

Motor Supply House in Chicago.

The Motorcycle Supply Co. is the style of a new concern which has commenced business at 3513 Prairie avenue, Chicago. It proposes to handle "everything for the motorcycle and its rider."

Searchlight That Is the "Real Thing."

In addition to their motorcycle lamp with the flared front, the 20th Century Mfg. Co., New York, have just brought out a "Baby Grand" illuminator which, as accompanying illustration attests, is a faithful, if diminutive, edition of the search-



lights used on motor cars. It is designed for use in connection with their standard motorcycle generator. It is formed of heavy brass, highly polished, and has a 4-inch Mangin lens; the diameter of the front is 4½ inches, while the focusing burner has a ¾-foot tip.

Motorcycle Saddle, Cavalry Style.

The H. & F. Mesinger Mfg. Co., New York, this week placed on the market the first motorcycle saddle of what is termed the cavalry type; it is well depicted by the accompanying illustration, which also shows that it affords the low position usually sought by most riders. The saddle,



which is 10½ inches wide and 14 inches long, is raised front and rear to give a firm seat and to prevent shifting of the rider, and is provided with the Mesinger free-action front spring and with their barrel spring in the rear. The top is padded with curled hair to further increase the comfort.

Motorcycle Specialties from Abroad.

The Prospect Motor Co., of Brooklyn, who are daily expecting the arrival of a shipment of Peugeot motorcycles, for which they obtained the American agency, have also acquired and already have on hand a stock of imported separate generator motorcycle headlights of unusually light weight and compact proportions and attractive design, also a siren horn which is operated by the exhaust of the motor. The siren, too, is very compact and light, being made of aluminum. Another imported novelty which they are exploiting is the Simplex cable clips, which really are but narrow aluminum straps having an eyelet at one end. They are useful for keeping the wiring from swinging or sagging and generally for keeping it snug and out of

harm's way. To the man unfamiliar with aluminum, the facility with which these clips or straps can be bent and unbent and twisted is not short of a revelation, and as they cost but five cents each, they are within the reach of every one, and are likely to prove handy in many emergencies.

Files for Platinum Points.

Many riders of motorcycles fitted with magneto ignition are not aware what a bearing on the running of the engines is possessed by the condition of the platinum points on the magneto contact-breaker. A repairer had several machine brought to him with complaints of poor hill climbing and general loss of power, and in many cases no more was needed than a touch up of these points. Real filing is inadvisable, owing to the wastage of the precious metal, but the finest and tiniest files may be bought for the purpose for 15 cents, including a leather sheath for the vest pocket. A touch of such a file, a light tap from the smallest of hammers, or the brush-over of a piece of smooth glasspaper, will sometimes accelerate an engine as much as 150 r.p.m.

Pierce Brings Out \$25 Model.

For the first time, a bicycle bearing the name Pierce and selling for \$25 now is obtainable. Of course, it is not a Pierce bicycle; it is termed the Arrow but the nameplate of it, however, bears the name Pierce Cycle Co., Buffalo, N. Y., and the fact that the Pierce people always have been most fastidious in their choice of materials and in their workmanship will give the new comer, which just has been launched, immediate standing. It is a good looker, finished in blue and is exceptional in that it is equipped with steel rims with aluminum finish and shod with New Oxford tires, the product of the Kokomo Rubber Co.

Widmayer's New Stand and Spark Plug.

F. B. Widmayer, the New York dealer, has added two more motorcycle specialties to his increasing line—a combined stand and luggage carrier for attachment to motor bicycles of the Indian type, and a spark plug insulated at the outer end to which the secondary wire of the plug is to avoid possibility of the rider receiving a shock in reaching down to change the adjustment of the carburetter or to "finger" the wiring.

Differences Made by Black and Blue.

It is remarkable what a difference is made in the looks of some machines merely by a change in the color of its finish. The fact is strikingly illustrated by the recent appearance of the Yale-California motor bicycle with a coat of black enamel neatly striped with gold instead of with the familiar Yale blue finish. At first glance it scarcely is recognizable as the same machine.

WILSON'S REVIVAL EXPERIMENT

New York Jobber Spends Money to Prove Value of His Plan—Gives Some Radical Views.

Not content with merely talking about what can or ought to be done to give the bicycle business a renewed acceleration, boom, movement, impulse, activity, or whatever the great desideratum may be termed, Andrew Wilson, president of the Wilson Trading Co., 121 Chambers street, New York, is personally undertaking and financing an experiment fraught with the greatest interest and importance to retailer, jobber and manufacturer. He has selected Brooklyn as the district for the experimentation, since conditions there are about typical of most American cities. If his idea proves successful, he hopes to see it spread all over the country.

Wilson's plan is a great campaign of noise, excitement, hurrah and bicycle enthusiasm. For the past two Sundays residents of Brooklyn have been aroused from the quietude of their afternoon meditations by noises of such volume and heterogeneous blendings and composition, as to impel them to rush to the front windows to see what it was about. Looking out, they would see a joyous parade of bicyclists riding by in a long string, each supplied with a horn and a bell, which were kept going to the maximum of their sound making capacity. Following the bicyclists were yelling troupes of delighted children, just tagging on, their vigorous voices contributing to the general uproar. There was no mistaking the fact that there was a bicycle parade, and that a big bunch of bicycle riders were in it. Every Sunday will see a parade of this kind in Brooklyn, sometimes in one part and sometimes in another, riding back and forth, through one street after another, creating excitement and interest, and making a showing of bicycles that is calculated to surprise the average citizen into a realization of the number of people that are riding.

And Wilson is back of it all. He is spending money and thought on the campaign and is carefully watching its results, to see if the idea is good enough for extension to other cities in a big way. He has divided Brooklyn into four districts, for his purpose. All the dealers in a district are called into conference and the Sunday afternoon parade plan is put before them. Wilson tells them that they are in a hole, and cannot afford to be jealous of each other until they are all out of it, and that they must unite in making the parade a success. Money for cigars, beer and refreshments for the whole crowd of paraders is forthcoming from Wilson, if the dealers will get the crowd together, and if there is a good big crowd of riders, he may add a gold watch, to be drawn for by lot,

by the entrants in the affair at its conclusion. He insists that there shall be plenty of noise, and that the riders shall, for the present, go on the city streets in their district, rather than on the boulevards and suburban roads.

The dealers have jumped at the offer enthusiastically. Each of the four districts has its parade every fourth Sunday. One of Wilson's salesmen is always present to assist in the formation of the parade, the awarding of the prize, and to spend the entertainment money in a way most satisfactory to everybody.

"It is too early as yet to estimate just how much good these parades do," said Wilson, when asked concerning the success of the plan, "but the dealers in the two districts where the scheme has been tried are apparently delighted with it. They say that on the Sunday of the parade they could not keep up with the repair work of the fellows who brought out their old machines to get in line. Anyway, I am going to give the idea a thorough test in Brooklyn, and the results there will show whether it is worth pushing in a large way by professional organizers, backed by the big manufacturing and jobbing interests.

"To my mind," he continued, "the dealer is the most important and vital element of the whole bicycle industry—a fact which a great many people in the trade seem inclined to overlook. The very nature of the bicycle business is such that it must rely on the dealer for continued success, because a bicycle is a mechanism that for satisfactory service and pleasure needs expert attention from time to time. A man may get a puncture or find a mechanical trouble within an hour after getting a new mount. If he bought it by mail or from a department store, he is in difficulties to get things fixed again. But with a dealer to take care of him he is all right, and continues his cycling a happy and contented user.

"All over this country at the present time are bicycle dealers hoping and waiting for a returning wave of cycling enthusiasm. Unfortunately, comparatively few of them have the initiative and spirit to start in individually to create the condition they so much desire. They are detached units of a great army that is lying sleeping and dormant, whereas they might be made aggressive and efficient in a well organized, national, sweeping movement. All they need is that encouragement, assistance and direction be given to their efforts, and they will be only too glad to pitch in and do their best, since they will be the first to benefit by the results. Let the makers and jobbers supply some of the first necessary 'sinews of war,' and make the dealers the fighters on the firing line, with intelligent direction, and you will see results.

"If the 'parade-and-hurrah' idea is successful in one town, the dealers in the next place, with the assistance of the traveling organizer, will be able to get up their affair on lines that are known to be successful—not guess work and experiment. In

addition to the immediate local effect of each parade, there will be a big national, cumulative effect which cannot but make itself felt.

"Sunday is without doubt the best day of the week on which to boom the bicycle," said Wilson, reverting to the Brooklyn experiment. "Although America is still hampered with many absurd and illogical Sabbatarian restrictions, imposed by Puritanical and mistaken reformers, there is a growing realization of the correctness of the European view, which regards Sunday as a day of recreation for the average man, who by the necessities of his business or occupation is kept confined and busy on all the other days of the week. A program of church in the morning and healthful outdoor recreation in the afternoon has wisdom back of it. Sunday is properly, therefore, a big bicycle day, and the dealer should help make it so by having his place open from early Sunday morning to late Sunday night. Financially he will be wise in doing so, and sociologically and ethically he will be doing as good a work as many brothers of the cloth on the same day.

"Another idea that I am going to try to experiment with," Wilson went on, "is that suggestion in the *Bicycling World* a few issues back about a house to house canvass for neglected bicycles that lie down cellar or up in the garret, only needing a little dusting, oiling and tire repairing to be ready for their owners, who could thus be brought back to the road again. With the help of friendly dealers, this plan will be given a practical try-out to see what the results are, in the way of getting backsliders on their bicycles again, and also, whether it affords enough immediate profit for dealers and repairers to take it up in the regular course of business.

"One thing we have to work for is to get enough riders out on the road so that those who do go out will not feel lonesome. What satisfaction would it be for a man to take his \$2,500 team of fast horses out on Riverside Drive and drive up and down all afternoon and not see another driver during the whole time. It is much the same way with the bicycle rider. Another thing that it will be well to stimulate is the old time pride in the appearance and make of the rider's mount. Bright, glistening, new machines, equipped with coaster brakes, will make the fellows who pedal resurrected has-beens envious, and the latter will soon be mounted on light, flashing speedsters of their own.

"When it comes to 'publicity,' more good can be done by a generous distribution of the *Bicycling World* to selected lists of people in the dealer's neighborhood who are in a position to buy bicycles than by all the small type, sporting page corner 'Cycling Notes,' or items that reluctant newspapers have ever published. The mere receipt of a *Bicycling World* stirs the interest, re-awakens desire and suggests buying. I would gladly head a big trade fund for such a distribution."

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The treatment almost certainly will cause you to "pick up" wonderfully in "no time at all." Nationals are not like other bicycles.

Catalog and Agency Terms on request

National Cycle Manufacturing Co.

Bay City, Mich., U. S. A.

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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, APRIL 20, 1907.

The ANNUAL SPRING NUMBER of THE BICYCLING WORLD and MOTORCYCLE REVIEW

will be the issue of April 27. As always, this number will be profusely and attractively illustrated and will contain a wealth of matter of the sort demonstrating that the bicycle is very much "alive," that nothing has taken or can take its place, and that its benefits are as great as ever they were—the very sort of material that will inspire riders, make new converts and win back some of the "lost souls." Among other features will be an illustrated review of the 1907 bicycles, motorcycles and accessories, making the number a book of reference also. Altogether the issue will be about four times the usual size and will "help along the good work."

The Process of "Getting Even."

Whenever a collection of men with grievances get together and decide to seek balm for their aching spirits, a lot of innocents are sure to suffer. This will be the chief result of the grievances, nearly all of them of a personal nature, which has found expression in the formation of what has been styled the National Federation of Amateur Cyclists, and in which the cards had been so well stacked that officers and committees were elected even before a constitution had been adopted.

Its avowed purpose is to control "strictly pure" amateur racing; its real purpose, as even those most concerned well know, is to "get even" by attempting to put the National Cycling Association out of business. Its "strictly pure" ideas of amateurism is disclosed by the fact that one of its officials is a young man who within a month competed against a professional at a black and tan indoor meeting and one of its most vociferous members is the same who "did business" several times at an outlaw race meet and who, according to strong allegations, divided the money which led to the professionalizing of several of the riders, to which action on the part of the N. C. A., the "strictly pure" movement is due.

Although it is not generally known, one of the men so professionalized, is a business partner of the avowed leader in the "get even" movement, who is also a high official of the Century Road Club of America. This leader is the inventor of a cycle specialty, which his rather silent business partner has exploited in road races, in common with two or three others who also were professionalized. The magnitude of his grievance readily may be reckoned. It is not strange, therefore, that he should be able to induce so many of his colleagues to share his lot. That Peter A. Dyer should be of the number will prove a source of regret to not a few of his admirers.

That the Bay View Wheelmen should "mix in" a movement inspired wholly by a desire to obtain "revenge" is the most surprising detail of the affair. As a big club naturally it was expected that it would view things in a broad way. But it appears that the Bay Views, too, have scores to settle. They have a grievance against the New Jersey member of the N. C. A. and also feel that their representative was slighted by another N. C. A. official sometime in the dead past. The pitiable part of the Bay View desire to "get even" means that the historic Irvington-Millburn road race is at

last to be stained by being run under outlaw auspices, which in turn means that all of the innocents who compete will be either outlawed or professionalized. The race always has brought some unknowns to the front and has been rich in creating reputations, and to put them outside the pale at the very beginning of their careers smacks of cruelty.

All that the president of the Amateur Athletic Union said to the Bicycling World was counter to the idea that that body will recognize outlawry in sport. He himself has been the target for so many personal grudges and the record of the A. A. U. in respecting its alliances is such that recognition of the "strictly pure" movement seems far removed; and until it is accorded—if ever it is accorded—the alliance with the N. C. A. will exist, and all who violate its terms will incur the displeasure of the A. A. U. also. There can be no misunderstanding on this point.

The N. C. A. is not perfect. The Bicycling World has not been slow to point out some of its faults. But when Daniel M. Adey assumed the presidency a long step toward improvement was taken. Adey is as square and fair a man as ever walked in shoe leather, but because he happens to be also the head of the Century Road Club Association, the "other side" are indulging in the usual criminations and questioning of motives that fall to the lot of the Sullivans, Adees, Dyers and all other men who occupy high places in sport.

The Bicycling World has no sympathy for that sort of thing. It has no sympathy for sorehead movements of whatever sort and any movement that has for its inspiration and aim the desire to "get even" and to satisfy personal grievances is not entitled to heed. There is a way to rectify wrongs. The National Federation of Amateur Cyclists made no effort to rectify their alleged wrongs. If those who compose it believed that the N. C. A. required improvement they should have striven to improve it, not by hammering from the outside or attempting to tear down, but by work on the inside which would renovate and build up. Half the time and energy required to get clubs together in a personal grievance movement if spent in putting clubs and votes into the N. C. A., would easily have resulted in relegating the Powerses, Blomoecks, et al., to the rear and in rectifying any real wrongs that may exist. But professionalizing amateurs who raced on the road for cash pools, even if the amounts were

so petty that they netted one man but the paltry sum of 35 cents, was in no sense a wrong. Nor does it right matters, if after accepting his share of the purse, an official's business partner, however silent, becoming frightened, has some cash converted into merchandise.

About the "Wilson Experiment."

In the free field of guess and speculation, unaccompanied by deeds and performance, many brilliant plans for stimulating the bicycle industry have from time to time been evolved. As a relief from this easy, dilettante method of theoretically disposing the great forces inherent in the industry, it is refreshing to find a man with actual, live ideas who is willing to spend his own money and time to give them a practical test before imposing them on the attention of his confreres. The "Wilson experiment," now being tried in Brooklyn at private expense, is a sincere and practical effort to determine the value of a plan for making use of materials at hand. The conditions under which it is being conducted are as near the average of general conditions as it is possible to get, and the results may properly be assumed to be indicative of the results that would follow a national application of the same principles.

If, after fair, earnest, thorough trial, no beneficial results are found to follow, a great service has been done the trade by removing from the list a plan inviting the useless expenditure of money and effort.

In any event, the industry will be under obligations to a man who has the courage of his convictions, and does not fear to pay the cost of them.

Contemplating the unique decision of the Connecticut justice who awarded a cyclist \$1.50 and costs as compensation for a punctured tire, the old rider who has suffered all the punctures that came to him since the pneumatic tires arrived, is moved to wonder what might have been—what amount of money he might have saved if he had had the wit to institute similar proceedings for every tire trouble experienced. There is something so startling in the notion of placing responsibility for tire troubles directly and financially on the road makers, that even though this particular and exceptional case happens to have been directed against a private corporation, he is moved to wonder if townships also are not similarly guilty.

MIAMI EVOLVES A NEW FORK

Makes Ingenious Use of Three Helical Springs—How They Are Disposed and How They Operate.

The motorcycle has been responsible for a remarkable recurrence of spring forks, the devices that have been and are being introduced incorporating ideas and ingenuity little thought of when the "spring fork wave" swept over cycledom many years ago. The latest thing of the sort is the Racycle cushion tri-spring fork, which the Miami Cycle and Manufacturing Co., Middletown,



O., has just brought out for the new motor Racycle. It is of the type in which the spring arrangement is located in the crown entirely, thereby presenting a stiff and rigid fork and one enabled to resist the tremendous strains which are thrown upon it by the wheel, and possesses a unique feature in that by tightening the adjustment of the springs any degree of stiffness may be secured up to and including a perfectly rigid head from which all spring is eliminated.

The general method of arrangement will be seen from the accompanying illustration, which, however, fails to reveal the triple feature of the springing arrangement, which is one of its strongest points. From the picture it is apparent that the crown of the forks is hinged to the lower end of the head by means of a trunion which extends entirely through from side to side of the device. The construction of the crown is such that a triangular yoke is secured with its apex pointing forward and curved upward slightly in such a fashion that it embraces the forward apex of a triangular plate affixed to the base of the steering tube. By this means any thrust upward

on the wheel tends to bend the fork about the pivot point while any backward thrust, such as is obtained when the wheel strikes an obstruction in the road, simply tends to close the parts together permitting the yoke on the forks and plate at the base of the head to come together forming a rigid connection. Three helical springs, mounted about studs at the three corners of the triangle tend normally to draw the fork back into this latter position, the effect being that of an absolute spring suspension at the head whenever the rider is in the saddle. A set of three minor springs enclosed within the others and pulling in the opposite direction tend to break up the vibration and give the proper cushioning effect which is desired, without permitting excessive recoil of the main members.

Thus while the arrangement of the pivot bearing for the forks tends to retain the alignment of those members at all times, the provision of the paired springs in the rear also works in the same direction guarding against side twisting and preventing any distortion of the wheel bearings thus securing absolute and perfect control of the steering.

The tension of the springs is maintained by means of locking nuts on the ends of the studs by which the stiffness of the suspension may be varied at will to suit the temperament of the rider or the local condition of the roads. By screwing the adjustment entirely down so that the springs are held inflexibly a perfectly rigid fork is secured in every way as strong and reliable as a plain fork and but little heavier. This great latitude of adjustment is an important feature, especially when taken in conjunction with the fact that the alteration of the spring tension may be readily accomplished without dismantling the fork. In addition to this, should one or more of the springs fail for any reason, the fork would not be in any way disabled, but could be ridden as a rigid fork for the time being. The new fork will be used on both the power and the pedal driven Racycles.

He Wanted Paraffin, He Did.

The twin brother of the motorcyclist who ordered a quart of compression has been discovered. He disclosed himself to the Ovington Motor Co., American agents for the F. N. The F. N. catalog was printed abroad, and, of course, employs a number of foreign equivalents for American terms, as, for instance, paraffin for kerosene, which the catalog advises be injected into cylinders for cleaning purposes. The American "innocent" who read this advice promptly forwarded \$1 to the Ovington people for a can of the paraffin.

Spend ten cents and send a copy of the Bicycling World's Spring Number to that friend of yours. It may be the means of making a cyclist or motorcyclist of him—or her.

PROS AND PURES ON THE ROLLERS

Tigers' Home Trainer Meet Proves Best of the Year—C. R. C. Association Wins Team Race.

It frequently happens in this mundane whirligig of affairs that the things which are often not and the things which don't just as often do. A contradiction may be as true as a paradox, but to "flag" philosophy and to get down to things understandable, the point is that the "13th" of April turned out to be a very "lucky" night for the Tiger Wheelmen of New York City, which goes to prove the statement. On that night the Tiger Wheelmen carried to a successful finish the first home trainer meet in this vicinity that has gone through riot; they "done their duty noble." The without a hitch in a mighty long time. Contrary to all established precedents the rollers failed to break down at a critical places were exciting and actually had the biggest crowd, by the way, that has attended affairs of the kind in some time, cheering and hurraing as if they meant it, too.

That was not the only feature of the races. It was the first home trainer race meet ever run under sanction of the National Cycling Association and for that reason the best time made in the several events are now established and recognized records. Joe M. Eifler, of the Century Road Club Association, who won the championship of New York and New Jersey, set up a record for a mile of 1:23. Floyd Krebs, who rode a match race against J. T. Halligan, established a professional record of 1:19 for that distance, and Charles Schlee of Newark, made a record of 33 seconds for the half mile, not to mention Al Judge of Memphis, Tenn., who made a record of 17 seconds for a quarter—not of a dollar, but of a mile.

Naturally the biggest event on the program was the one mile race for the amateur championship of New York and New Jersey, in which the Century Road Club of America, the Century Road Club Association, the National Turn Verein Wheelmen of Newark and the Tiger Wheelmen had entered teams. F. E. Mommer was entered on the C. R. C. of A. team, but felt indisposed and consequently Frank Eifler had to go it alone in his heat, which he covered in 1:33. The only accident happened to Chester Tasinaro of the Century Road Club of America, who fell in his heat with Charles Milkawait, giving the latter a walkover in 1:42. The fastest time was made by J. M. Eifler, who established the record of 1:23. Jacob Magin, the crack National T. V. rider of Newark, made the next best time, in 1:29½. G. Brennan made the mile in 1:33, but lost the toss to Eifler. The cup for the club scoring the most points was won by the C. R. C. A.,

with 17, against 13 of the N. T. V. W. The Tigers scored 6 points.

Floyd Krebs, formerly the "Flying Dutchman," who once won a six-day race, and J. T. Halligan, of Newark, met in a mile race which the program stated was for the "professional championship of Newark." Krebs was the easy winner, taking the first heat in 1:19 and the second in 1:39.

Charles Schlee of the National Turn Verein Wheelmen of Newark, tried conclusions with Urban MacDonald of the Bay View Wheelmen. "Mac" formerly was the champion of the Tiger Wheelmen and as he always was popular naturally got lusty recognition when he appeared on the rollers against his erstwhile teammate in the six day race. MacDonald looked like a big winner in the first heat, but Schlee got to going and cut down his opponent's lead. He got ahead and won the heat in 33 seconds, which is now a professional record for the distance. Schlee also won the second heat in 35 seconds, but MacDonald made him go all in to do it.

Al Judge, of "Memphis, Tenn.,"—it's just a matter of inside history that Judge once contemplated going to Memphis where some of his folks live, but Newark, N. J., was as far South as he got; ever since that time he has been "of Memphis"—rode two exhibitions. In the half mile he failed to better Schlee's time, but in the quarter mile established a record, 17 seconds. The summaries:

One mile championship of New York and New Jersey—Won by J. M. Eifler, Century Road Club Association, 1:23; second, Jacob Magin, National Turn Verein Wheelmen, of Newark, 1:29½; third, Frank W. Eifler, Century Road Club Association, 1:33.

One mile match for professional championship of Newark, N. J., between Floyd Krebs and J. T. Halligan—First heat won by Krebs, in 1:19. Second heat and race won by Krebs. Time, 1:39.

Half-mile, flying start, between Charles Schlee, National Turn Verein Wheelmen, and Urban MacDonald, Bay View Wheelmen (professional)—First heat won by Schlee, in 0:33. Second heat won by Schlee in 0:35.

Half-mile against time, flying start—Alfred Judge, Memphis, Tenn. Time, 0:37½.

Quarter-mile, against time, flying start—Alfred Judge, Memphis, Tenn. Time, 0:17.

McCormack Trails a Mile in 1:39.

Hardy K. Downing's long held one mile motorpaced road record of 1:47 was shattered on Sunday, 7th inst., when Hal McCormack, of the Garden City Wheelmen, covered that distance behind a motorcycle in 1:39. The feat was accomplished on a level stretch of road in East San Jose, Cal. The fast rider of the San Jose organization, who made a good record at Salt Lake City last season, got away to a flying start with Austin Holsberg, on an R-S motorcycle, as pacemaker.

KREBS AND HALLIGAN GO ABROAD

Paris Their Destination, "Nerve" Their Chief Asset—Krebs Sends Advance Notice That He Fears Nobody.

Floyd Krebs, of Newark, N. J., once the "Flying Dutchman," and J. T. Halligan—he spells his name Halgin—have embarked for Europe. They sailed on Thursday of this week aboard one of the Hamburg-American liners. They should land at Cherbourg in about eight days. After that—?

Just what Krebs and Halligan will do on the other side is problematical. Krebs' days as a flier are about over if one is to judge by his record of the past year or two and Halligan never was a flier. But the former, at least, has his nerve with him. Witness other proof in a Paris paper:

"I start for Paris the 18th of April. I hope to arrive eight days later. I will make my new return with another rider named Joe Halligan. Both of us are in fine condition. I want you to save a match for me with a man of my class. I have never raced so fast in all my life. I do not fear anybody on your side, not even Poulain. You can announce this in your paper. Yours respectfully, Floyd Krebs."

That's going some! Even the editor of the French paper is amused and is glad that he has at last found somebody good enough to pit against "Major" Taylor. And there's Halligan! The ex-amateur wanted to go to Salt Lake, so much that he took his pen in hand and penned a few lines to Manager Halvorson. He was very modest though, only telling that he was "always in the money" here and that there was hardly anything on two legs in the East that could come within speaking distance of him in a race. However, any riders that have the nerve to buck against the continental proposition, and take a trip across the pond on the mere chance of getting a race, no doubt will be accorded some courtesy. Krebs and Halligan have not announced the date of their return.

Adee Sails for His Annual Tour.

With the intention of making his annual bicycle tour of Europe, Alvey A. Adee, of Washington, Second Assistant Secretary of State, took passage from New York on La Savoie of the French line, sailing this week for Havre. There he will be joined by Consul-General and Mrs. Thackara, of Berlin, who will accompany him on his journey. The itinerary laid down for this year comprises about 2,000 miles of riding and will occupy about two months' time. For a number of years Mr. Adee has been accustomed to spending his vacations in bicycle touring and it is his opinion that nothing can furnish a quicker or more thorough renewal of the system after the strain of a season's work.

THEY TEST THEY ORDER

St. Paul, Minn., Oct. 23, 1906.

ECLIPSE MACHINE CO., Elmira, N. Y.

Gentlemen: Replying to your favor relative to motorcycle brakes, will say that we have equipped the larger portion of our 1906 model "WAGNER" motorcycle with the Morrow brake and can say the results have been very gratifying. In fact our experience with your brake has been so satisfactory that we have decided to equip our entire out-put next season with the Morrow and have just given your representative an order for our 1907 requirements.

We want to say that we adopted your brake only after a most thorough test on one of our machines and covering a period of seven months, during which time the machine was in constant use in our city, which we will add, is unusually hilly.

It may also be of interest to you to know that the machine, which was equipped with this particular brake has now been run two full seasons, without any repairs or replacements whatever to the brake.

Thanking you for your past favors and wishing you the success which you certainly deserve, we remain,

Very respectfully yours,

THE WAGNER MOTORCYCLE CO.

Durability of the Morrow is again emphasized by this letter. And remember how much time, study and thought a manufacturer gives to a subject before selecting one particular make or brand for equipment purposes.

LAUNCHED, AND LABELLED "PURE"

Outlaw Movement Acquires Officers Before Constitution—Titles Found for Most of the "Sore" Cyclists.

With William Ruoff, of the Bay View Wheelmen of Newark, as president, Fred Kraiss of the same club as chief secretary, and A. G. Armstrong of the Century Road Club of America as treasurer, the National Federation of Amateur Cyclists was formed on Monday night of this week. Although it incorporates the word "amateur" in its title, and a notice subsequently issued says the brand will be "strictly pure," the federation enrolled among its charter members several professionals. The federation is the outcome of the "get even" movement that has been developing since the National Cycling Association at its annual meeting transferred several amateurs to the professional ranks.

The meeting was held in the club room of the Brower Wheelmen, Greenwich avenue, New York City, with R. S. Campbell, of the disgruntled Cork Pullers, in the chair. It soon became apparent after the meeting was called to order that the prime organizers had their cards well marked and, furthermore, knew how to play them.

Chairman Campbell told his hearers that affiliation with the Amateur Athletic Union was only a matter of time, that he had been to call upon Mr. Sullivan and that the latter told him to go ahead and form the federation, as nothing could be done in the matter of affiliation until the new body proved that it was national in character.

"In fact, Mr. Sullivan seemed very much in favor of the federation," said Mr. Campbell.

When Mr. Gliessman, of the Tiger Wheelmen, wanted to know what substantial assurance the delegates in attendance had that Mr. Sullivan was in favor of a new federation, that is, if Mr. Campbell had secured a letter from the president of the A. A. U. to that effect, the chairman waxed exceedingly wroth at the mere suggestion and somebody moved that a roll be called to ascertain just how many of the delegates were empowered to act for their clubs.

Delegates from the Bay View Wheelmen, Edgecombe Wheelmen, West Harlem Wheelmen, Century Road Club of America, national body; New Jersey Division, C. R. C. of A.; New York Division, C. R. C. of A.; Park Circle Club, Cork Pullers, National Turn Verein Wheelmen of Newark, and the Brower Wheelmen, answered in the affirmative. The Tiger Wheelmen and the Roy Wheelmen said "no," but their four delegates were allowed to remain in the meeting upon condition that they not interrupt it in any way, although several pulled corks made efforts to exclude one of the quartet. It was then

moved that "we vote for the formation of a national federation for the control of amateur racing"—which might include almost anything—the motion was carried.

Although a recess was taken to consider the nominations for the offices, despite the fact that no constitution or by-laws had been adopted, it was apparent that the belligerents had the slate all fixed previously and they executed their master stroke by naming a Bay View man for the presidency.

It was apparently easy to interest the Bay View Wheelmen in the outlaw movement because they have a grievance against C. B. Bloemecke, proprietor of the Vailsburg track. The Bay View delegates admit the fact. Also they consider they have a grievance against the N. C. A. antedating the differences with Bloemecke. Victor Lind, one of the new professionals, naturally did not cherish any love for the N. C. A. and he took no pains to conceal his feelings. He was particularly bitter in his denunciation of P. T. Powers. It was stated to the Bicycling World man by one who claimed to know, that Lind did not get pay from Powers for something that he expected recompense for, for instance, assisting in the arrangements for the home trainer races at the last six day race, which were only allowed a place on the program as a favor to the Century Road Club of America in particular, and amateur cyclists in general.

The movement acquired officers even before it had a title. It was not until after the election of officers that the name—"National Federation of Amateur Cyclists"—was adopted, and Sam Barnett, who had been chosen official handicapper and who it might be added had agreed to do the work gratis, let fall the interesting information that the Irish-American A. C. expected to build a bicycle track at Celtic Park and that he thought it would be an easy matter to swing the Irish-A. C. and the Military Athletic League to the federation.

After a long discussion it was agreed to charge a registration fee of twenty-five cents and as there was such a demand for "No. 1" the numbers were drawn for and Charles Schlosser secured the much wanted numeral. The riders will use their registration numbers as competitive numbers in races, and they will be given a large linen number with the registration card. It was not explained what action would be taken should riders appear at a race without their numbers. The officers elected and committees appointed are: President, William Ruoff, Bay View Wheelmen; chief secretary, Fred Kraiss, Bay View Wheelmen; first assistant secretary, Adolph Klein, Brower Wheelmen; second assistant secretary, Ernie Grupe, "any old club"; financial secretary, William S. Moulton, N. Y. Division, C. R. C. of A.; treasurer, A. G. Armstrong, Century Road Club of America; chairman board of appeals, Peter F. Dyer, Century Road Club of America; Chairman board of control, R. C. Camp-

bell, Cork Pullers; chairman board of registration, A. Wester, National T. V. Wheelmen; official handicapper, Sam Barnett, Cork Pullers.

Committees—Roads records, Barnett, Bennett and Kraiss. Membership, Armstrong, Peterson and Rhodes. Constitution and by-laws, Campbell, Ruoff, Dyer, Barnett and Grupe.

Cadwallader Secures No. 1.

To H. Cadwallader, Jr., one of the Philadelphia cracks, goes the honor of being the first to apply for the new N. C. A. licenses for road racing only. Cadwallader was allotted "No. 201," the road licenses beginning with that number. Although the registration cards were only "out" this week, twenty-two already have been issued, to the following: H. Cadwallader, Jr., Alfred H. Seeley, H. T. Mayo, Ralph Roullier, Jean Roy, George Smoll, Herbert Williams, Maurice Rosenbloom, Jules Canzave, Charles Nerent, Peter Wollenschlager, M. S. Walters, F. Bauldauf, J. B. Hawkins, Edward Prudent, Herman H. Hintze, H. A. Gliessman, Nicholas Kind, Holmes Scudder Randolph Smith, Charles Milkowait, Otto J. Steih, and Paul J. Thomas. These licenses are for road racing only, but can be exchanged for the standard registration card, good for any form of amateur bicycle racing, upon payment of an additional 75 cents. A number of the standard licenses also have been issued, as well as professional trainers' cards.

Tax-Tag Troubles in France.

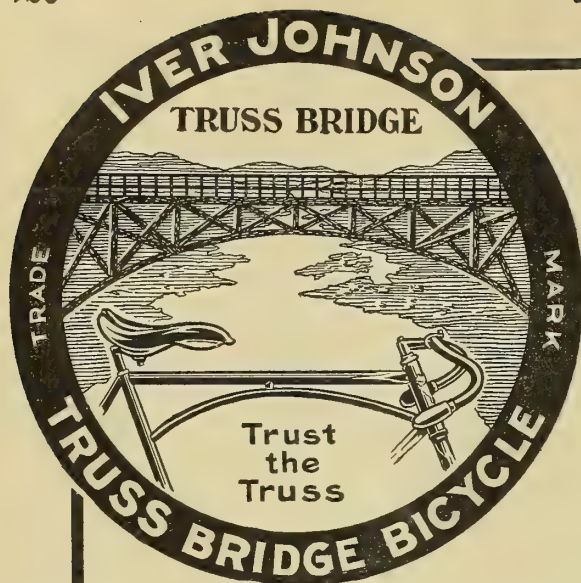
The new system of levying the French bicycle tax is by the sale of a metal plate, obtainable at the Government tobacco shops. The weak point of this otherwise excellent method is the temptation it offers to the light-pursed and lighter-fingered members of the wheeling fraternity to remove a plate from the handlebar of any unguarded bicycle, pocket it, and place it on one of their own machine. Several such cases have already occurred. M. Ch. Humbert has, therefore, petitioned the minister of finances to have a space left on the plate to engrave the owner's name. In the meantime, some of the tobacco shop keepers are offering a fastener which prevents surreptitious removal of the plate.

Steih's Standing is Restored.

Otto J. Steih, New York City, who was one of the five amateurs recently suspended by the National Cycling Association, for competing in novice races after having won prizes, has been restored to good standing. Steih showed that he had already been punished for the offense.

Omaha Motorcyclists Elect Officials.

The Omaha (Neb.) Motorcycle Club has elected the following officers for the current year: President, Louis Flescher; secretary, A. G. Flint; treasurer, J. P. Johnson; captain, L. G. Van Slyke; lieutenant, Mark Rogers.



The Truss Bridge

makes the Iver Johnson the only bicycle frame scientifically correct in construction. It adds strength and gives perfect rigidity which saves the power of the rider and prevents rack and strain on the bicycle. The

IVER JOHNSON Truss Bridge Bicycle

s built throughout with the very best material and workmanship, as well as the most correct designs. Write for catalogue giving full description of 1907 Models.

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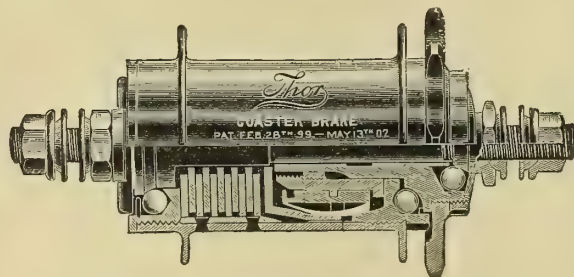
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Thor

THIS WORD SIGNIFIES

"QUALITY" TO THE BICYCLE TRADE



The Thor Coaster Brake

has nine square inches of friction surface. Absolutely reliable. Simple, uniform and effective lubrication.

Thor Hubs—None Better

If your dealer or jobber does not keep them, write us

AURORA AUTOMATIC MACHINERY COMPANY
AURORA, ILL.

CLAIMED NO LICENSE WAS NEEDED

Owner of Useless Motorcycle Declined to Pay Tax—Another Rider Was Displaying His Number.

A curious point of law in connection with the question of licensing motorcycles arose in England recently when an owner, summoned for keeping a machine without a license, presented the excuse that as the machine was useless and could not be run, he was not liable for the annual tax. The logic involved was, of course, that a machine which was absolutely unusable, could

than that, as he claimed, at the time the number had been taken down, the machine was lying in a shed and therefore could not have been on the road.

When the case was brought into court after the lapse of several months, no explanation of the number mystery was forthcoming, though the officer tacitly admitted that the driver of the machine seen at the time mentioned might not have been the defendant. The legal issue as to whether the defendant having a machine which he could not use was liable for the license fee was discussed hotly, the counsel for the defense urging that he was not. There was some doubt as to whether the machine had ever been used by the de-

BUYING A SECOND HAND MACHINE

Points to be Observed in Examining a Motorcycle—Method of Testing the Motor Compression.

Just now, when there are so many second-hand motorcycles offered as bargains, it is just as well that the intending purchaser should be on the look out for defects, for a very great deal of rubbish is upon the market. Moreover, a considerable number of the machines offered are "overhauled" by the sellers, and just brought into sufficiently good condition to deceive



IF THEY WENT FOX HUNTING ON BICYCLES

not be held as a vehicle within the meaning of the law. Incidentally, the case was brought to light through the fraudulent use of the same number by some unknown person who escaped, the owner of the mount having to suffer the consequences.

It appears that one year ago the defendant, Frank Baynton, registered his machine in due form, and was granted a form for taking out a license in the usual way, but was not again heard of until last September when an Inland Revenue officer saw a motorcycle carrying the same number and reported the matter. Correspondence with the owner of the machine brought out the fact that it was at that time lying idle, that it had been purchased for \$25 and was lacking parts, which the present owner had never possessed. More

pendant, however, and the court assumed the safe position that a technical offense had been committed and compromised by charging him with costs. Unhappily this leaves the point in question still open and without decisive precedent. It is hardly material to the average rider, however, since the owner of a useless machine generally hastens to put it in shape, or else rids himself of it by one means or another.

Robbin Tops the Vermont's Roster.

C. O. Robbin has been chosen president of the Vermont Wheel Club, of Brattleboro. The others elected were: W. A. Ryder, treasurer; L. G. Tasker, secretary; Harry W. Lawrence and Adin H. Pettie, auditors, and H. R. Randall, D. J. Stolte and Frank B. Putnam, directors.

the unwary. The great thing after examining the machine to see if the tires, brakes, and frame are in proper condition is to ascertain that the motor has a good compression. Always supposing that the cylinder is properly oiled, the compression should be at least sufficient to sustain the weight of the rider standing upon one pedal when the machine is raised on the stand. The compression should hold him for a considerable time, and not die away in a few seconds. On the other hand, care must be taken to see that this holding effect is not produced by some undue stiffness in the working parts of the motor, or by the brakes of the machine. The condition of the tank should be examined. Wiring is not a serious matter, as a machine can be rewired at a cost of a dollar or so.

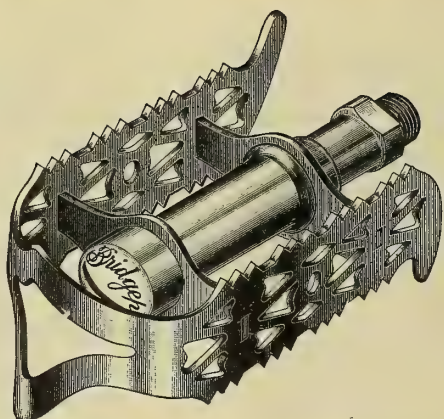
Standard Goods

in name and in every sense

You All Need Them

and now's the time you need them most

Pedals



Three Grades

Star Bridgeport Standard

Spokes and Nipples

including the famous Diamond E quality

Toe Clips

Two patterns to choose from

Breech Block Spark Plug

Something new and unlike the common
run of spark plugs

Quotations on Request

The Standard Company

Torrington, Conn.

The Reading standard

is the highest standard

It's like blood; it tells

Two instances:

(1)

Herman H. Hintze

riding a two-year old

Reading Standard Bicycle

Easily won the

Century-Mileage Contest of 1907

of the

Century Road Club of America

139 Centuries=20,292 Miles

(2)



Motor Bicycles

finished

First and Second

in the

Altadena (Cal.) Hill Climb

the first contest of 1907

If machines of the sort appeal to you we'll be
pleased to forward catalogs and other particulars.

Reading Standard Co.

Reading, Pa.

PASSERIEU WINS PARIS-ROUBAIX

Picked by Prophets and Wearing Pottier's Jersey, He Finishes First—Dark Horse a Big "Find."

When George Passerieu finished second to Louis Trousselier in the Tour de France last year the critics proclaimed him as a champion for 1907, and thus far they have not gone afar off in their prophecy. The first of the season's notable long distance professional road races was held on March 31st, it being the twelfth annual Paris-Roubaix. The distance was about 167 miles, and Passerieu won the race in brilliant fashion.

The start was made at 7.30 a. m., and Passerieu soon began to play a prominent part in the event, reaching the first control at Pontoise at the head of a long string, Trousselier, the Georget brothers, Cadolle, Petit-Breton and others following close. At Mèru, 50 kilometres, Passerieu was still in front, but when Beauvais was reached Petit-Breton had assumed the lead, with Cadolle, Trousselier, Cornet and Pothier ahead of the ultimate winner. At Amiens, the half way point, Passerieu had again taken the first position and it was then found that an unknown Belgian, Cyrille Vanhouwaert, was riding very strongly in the company of the leaders.

At Arras the first bunch was reduced to five, with Passerieu heading the procession. Shortly after 4 o'clock Passerieu made his appearance on the track at Roubaix and covered his last six laps as fresh as if he had only finished a workout and while he was being cheered Vanhouwaert, the "dark horse," made his appearance as fresh as a daisy. His six "tours" and a jumping that separated him from the signing table. Of course he was the surprise package of the afternoon. Louis Trousselier arrived third, finishing at 4:18.

Petit-Breton and Marcel Cadolle, who were two of the favorites, did not finish. Breton had tire troubles and Cadolle went bad. Trousselier fell at Arras and twisted his handlebars, but kept on the same machine to the finish.

Passerieu is a young, well-built all-around athlete of 21 years, and speaks English. He turned professional at the end of 1905 and last finished well up in all the notable events. He was trained for the race by Leopold Alberti, who was instrumental in bringing the late Rene Pottier to the front, and he wore Pottier's jersey, which the latter's family had requested, adding that had Rene been in the race it would have finished in front.

Vanhouwaert, the Belgian, rode back to his home on the following day on his bicycle. He is considered the one big find of the season, and already several manufac-

turers are negotiating with him to ride their brands during the season. The Belgian did not have any care and very insufficient pacing and feeding, so that his showing is all the more remarkable. As he will be well handled from now on he already is picked as a big favorite for the Bordeaux-Paris in May.

Passerieu in winning first prize got \$200; Vanhouwaert won \$100, Trousselier \$60, Garrigou \$40, Ringeval, Emile Georget and Leon Georget, each received \$20. The seven prize winners and their times are given:

1 George Passerieu	8:45:00
2 Cyrille Vanhouwaert	8:46:00
3 Louis Trousselier	8:48:00
4 Garrigou	8:49:30
5 Ringeval	8:50:00
6 Emile Georget	9:00:00
7 Leon Georget	9:06:00



NEW YORK BRANCH: 214-216 WEST 47TH ST.

French Crack's Radical Dieting.

Delage, the new French pro, won both heats in his match against Verri at Mantoue on April 1st. Taylor, an English rider, beat Gardellin and Verri in the Grand Prix Professionels and ran second to Mascetti in the middle distance race. Delage has radical ideas of diet. That day his breakfast consisted of the yolks of six eggs mixed with a half pint of Madeira, and seasoned with powdered sugar. He ate that mixture at 9:30 o'clock and took nothing else until the evening.

Russians' Inappreciation of Black Talent.

"Woody" Hedspeth, who recently won a race in Italy, is showing the effects. He had engaged to go to St. Petersburg and ride, and then wrote to the managers asking them to send him some advance money. But the Russians' reply rather jarred the American negro: "Impossible, cher Monsieur; we extend our sincere salutations and a thousand regrets," was all it said.

PUGILIST'S TRAINING POINTERS

"Battling" Nelson Gives His Views on Health and Diet—Keeping in Good Spirits is Important.

Articles on training, written by champions, no matter whether they are cyclists, swimmers, runners, oarsmen, or pugilists, are as a rule interesting, and one can always learn something new. After all, perfect health is what any aspirant for championship honors must strive for, paying particular attention, of course, to that particular sport in which he wishes to excel. It is generally conceded that American athletes are most serious in their training. They usually adhere to the simple life while training although some transfer to the strenuous after getting in shape. Under the heading "The Simple Life," "Battling" Nelson, the famous pugilist, has written some of his views on training, and some of the extracts are given here.

"I did not spend more than two weeks in preparing for the hardest battle of my life," he wrote. "The main reason for my not requiring the length of time that it takes others is that I am a clean liver, whereas the man who smokes and drinks to excess requires a more extended preparation for a hard struggle. I rise about 7 a. m., and after dressing, usually take a stroll for 15 or 20 minutes, and have breakfast shortly before 8 o'clock. This consists of two soft boiled eggs, a plate of oatmeal, dried toast, a dish of apple sauce, and a cup of very weak green tea without milk.

"One hour's rest follows breakfast, after which I take a very vigorous rubdown, with a cold shower bath. For dinner, beef tea or soup that is thoroughly strained, roast lamb, beef or mutton, and two or three kinds of vegetables; fruit and a cup of weak green tea; then another rest after dinner.

"I am a very strong believer in outdoor exercise for one can derive as much benefit from one-half hour's work outdoors as three times the amount indoors. Hand ball I consider one of the finest all-around exercises.

"Over-training or staleness is the thing one has to look out for, but what makes training a pleasure to me is that I change my routine and food every day. I believe in vegetables and fruit for when training down fine one is apt to get a bit feverish, and nothing will make one more so that constant eating of meat without vegetables.

"Don't eat heavily at night. Pass the evening as pleasantly as possible, because there is nothing like keeping in good spirits. As a rule I retire about half-past nine, and never take less than nine hours' sleep."

PAY THIS RIDER FOR HIS PUNCTURE

Plaintiff in Remarkable Suit Gets a Verdict
That Is Revolutionary—Possibilities
Opened to Cyclists.

Pin punctures, if authentic....	\$0.50
Single puncture from sharp stone, nail or tack.....	1.00
Additional punctures (per punc.) .....	.50
Very serious punctures, or cuts, popular type.....	1.50
Horseshoe cuts, provided the horseshoe is returned.....	1.55
Cuts more than 2 inches long	1.75
Complete ruin of tire due to cut or tear	2.00
Blowouts, according to size, and the political status of the aggrieved	2.00 to 4.00

These are the rewards which the various local highway commissioners of Connecticut may henceforth accede to cyclists who have the fortune to suffer tire troubles while traversing their baliwicks, the schedule being a hypothetical one based on a judicial precedent handed down this week by Justice of the Peace S. Harris Warner of Middletown. Wonderfully attractive possibilities are held out to the sons of the original hard luck man who by this happy system may soon come to reduce their riding expenses not a little, simply by keeping accurate record of their troubles and the counties in which they occur. Another advantage which readily appeals to the road-using public, is the fact that through the working of the system the commissioners themselves soon will come to take a fatherly and entirely unprecedented interest in the roads under their jurisdiction, from personal motives.

Generally speaking, large results have very small beginnings, and this case is no exception to the rule. In fact the original germ from which the great result emanated occupied no more significant position in the plan of the universe than that of a rusty nail lying neglected on the Portland and Middletown bridge.

One Augustus Kearns was riding his bicycle across the bridge one day last summer when the nail first asserted its right to a position in the history of the cyclists' wrongs. Without other provocation than that of being ridden over unconditionally and inexcusably, it entered the tread or business portion of Mr. Kearns' bicycle's front tire and ruthlessly ripped it open, thereby causing Mr. Kearns much inconvenience and mental anguish. Consequently Mr. Kearns brought suit before Justice Warner against the Middletown and Portland Highway Bridge Co., which company had denied all responsibility and liability for the nail and its acts, when approached privately by the aforementioned Mr. Kearns.

Judicial proceedings when conducted under the auspices of rural and semi-rural

justices of the peace are very solemn and weighty affairs, tempered with awe-inspiring respect for the law and governed by the workings of the truly legal mind unbiased in its action. Mr. Kearns demanded no less than \$2.50 as equitable balm for the injury done to his bicycle tire by the naughty nail, not to mention the hurt to his personal feelings. Judge Warner thought this too high. There was also the possibility, of contributory negligence on the part of the plaintiff which must be considered in the determination of the verdict. But as the defendants, through their lawyer, Eugene Culver, had failed to prove that the said plaintiff had neglected to observe with due precaution the course of the front wheel of his bicycle, it should be taken into account only in a secondary way as a possible circumstance of fact not adduced as evidence and bearing on the conditions involved. More than that lawyer Curtiss S. Bacon, counsel for the plaintiff had pointed out that the offending nail was not to be taken as an unusual or singular offender since there were other nails to be found in the same bridge, and of like offensive proclivities, as he contended. Therefore, with due regard to the feelings of both parties and considering the equity of the case, the court adjudged for the plaintiff to recover damages in the amount of \$1.50 and costs.

The schedule referred to above cannot be expected to go into effect as yet, as it is understood that the Middletown and Portland Highway Bridge Co. intend carrying the case into higher court on appeal. The decision of such tribunal might obviously affect the matter as bearing on the average cyclist, so that the conditions are purely tentative at present. There is small question as to the importance and widespread interest attached to the ultimate outcome.

Camden-Atlantic City Handicap.

Without doubt the third annual individual handicap record run from Camden to Atlantic City, set for Sunday, May 5th, will be one of the most important road races of the year. The Stroud Wheelmen, of Philadelphia, under whose auspices it will be held, have not been idle and already have secured a striking list of prizes, first time and place being high grade bicycles.

But the most important feature of the Strouds' race is that it will be the first race to be run under National Cycling Regulations, a sanction having already been granted. The fastest time will therefore be a record. An N. C. A. official will be on hand to assist with the arrangements.

The limit men, who have been granted a handicap of one hour, will be started from City Hall, Camden, at 8:15 a. m.

The entry fee is one dollar and all entries must be accompanied by the fee to secure recognition. The nominations will close on May 2d with J. Harry Perry, 1332 Mifflin street, Philadelphia. In case of rain the race will be held on May 12th.

POOR PLAN, SAVING PAPER'S PRICE

Such Things Might Happen to Ayn One
Who Is Too Economical—Final
Question Still Unanswered.

"Say, did you hear about that Long Isl- and fellow who was too economical to subscribe for the *Bicycling World*?"

"No; let's have it."

"Well, he sent his little boy over to borrow Jones's. In his haste the boy ran over a \$4 stand of bees and in ten minutes looked like a warty summer squash..

"His father heard his cries and ran to his assistance, but failing to notice a barbed wire fence, ran into it, breaking it down, cutting a handful of flesh from his anatomy and ruining a pair of \$8 trousers.

"The old cow took advantage of the gap in the fence, got into the cornfield and killed herself eating green corn. Hearing the racket the wife ran, upsetting a four-gallon churn of rich cream into a basket of kittens, drowning the whole litter. In her hurry she dropped a \$25 set of false teeth.

"The baby left alone crawled through the spilled cream and into the parlor, ruining—"

"Oh, say!"

"Hold on, that isn't all. As I said—ruining a \$50 rug. During the excitement the oldest girl ran away with the hired man, the dog broke up eleven setting hens, and the calves got out and chewed the tails off four new shirts. Now wait a minute—"

"What I want to know is, if this happened every week what would be the difference between the cost of a year's subscription of the *Bicycling World* and the damage, and supposing he had three boys and one girl who rode bicycles what—"

Position for the Bell.

A little thing like a bicycle bell is so easily moved about and adjusted that there is absolutely no excuse for not having it in the right place. Yet it is a curious fact that about six riders out of every ten have their bells placed in such a way that they have to reach somewhere in order to ring them. Of course, the location should be just under the right thumb in the normal position of the hand when riding. Sometimes, when the rider is constitutionally sinistral, oddly enough the right place is on the left side, but even so, there is no reason why the bell should be placed under the saddle or somewhere along the top tube.

When Overhauling Motorcycles.

When overhauling a motor cycle examine carefully the wheels, especially the rear one; should a single spoke be broken, it should be replaced at once. Examine the rim itself for cracks. Do not allow any side play in the wheels, but immediately adjust the bearing should any appear.

TWO NEW MOTORCYCLE FUELS

British Distillates that Have Low Price to Recommend Them—What They Did in Comparative Tests.

As a result of the continued rise in the price of petrol, and simultaneously with considerable discussion of alcohol as a possible motor fuel, a more or less determined effort is being made in England to introduce two strictly "home-grown" products, both at present bi-products of native processes and therefore capable of production at low prices. Petrol, which is the British equivalent of gasolene, though differing from it slightly, is, as has been pointed out frequently in the foreign press, entirely an imported product. Whether refined within the insular territory or imported in the condition in which it finds its way to the market, it is invariably brought originally either from the Russian or American oil-fields. The demand for it is constantly increasing, its cost is going up all the time, and the two taken together seem to promise great expense, if not possible actual famine at some future time for the users of internal combustion motors. Hence the motorcyclists are arousing to the need of a home product which shall be qualified to take its place.

Of the two suggestions which have been set forth, one recommends the use of the so-called Scotch shale naphtha, which is produced in the oil refineries of the north country and though having some slight use in paint works and by local painters, is at present in so slight demand, that with its considerable production, its cost is only about 12 cents a gallon in barrel lots. Results of a test recently conducted for the sake of comparison of its value as a motor fuel as contrasted with that of petrol, showed very favorable returns, notwithstanding the fact that the motor under trial was arranged for the ordinary fuel and that the tests of the Scotch naphtha were made without altering any of the carburettor adjustments in any way.

According to the results given, greater speed, power and consumption were obtained with the naphtha than with the petrol. At high speeds, however, and in runs which were incompletely observed as to consumption, the first two conditions were reversed, the petrol giving the greater speed and power up to the point of breakdown. The fact that at or about the normal speed of the motor in the neighborhood of 1,000 revolutions per minute, the powers obtained were nearly alike and the consumptions revealed corresponded similarly, appears to give considerable advantage to the cheaper fuel, especially when it is considered that the results were obtained under conditions favorable rather to the other.

The other proposed substitute for petrol is benzol, one of the many derivatives of the destructive distillation of coal and coal tar, and corresponding exactly in its method of production and in many of its characteristics with the petroleum derivative itself. Numerous tests have been made of this fuel from time to time, and with apparently good results. So much encouragement has been derived from these, as a matter of fact, that a firm is making arrangements to put it on the market as a regular fuel, under the title of "Motor Spirit, Pyramid Brand." Considering the fact that its properties appear to give it a somewhat higher thermal value than the petrol itself, it would appear that as sold at something like 28 cents a gallon, it should find a ready market and use.

"Benzol * * * is a water-white or whitish volatil liquid, extremely inflammable, highly explosive when mixed with air, lighter than water, and possessing an odor something like that of gas itself," says a well known expert, commenting on its appearance in the market. "By virtue of its chemical composition it affords less potential energy per unit of weight than petrol. But inasmuch as the specific gravity of benzol is higher (say 0.882) than that of petrol (0.70-0.75), benzol possesses rather more potential energy per unit of volume than does petrol. Since the two liquids are bought by measure, the latter is the proper method of comparison, and it may be said on theoretical grounds alone that one gallon of benzol should propel a car under given conditions when tested with equal skill by an unbiassed driver further than one gallon of petrol, the efficiency of the engine being identical in both cases.

* * * * *

"Various objections have been raised to the proposal of using benzol. First among these comes the assertion that the employment of benzol in an engine is bound to give trouble owing to the deposition of carbon. This view is largely based on the presumptive difference in composition between a benzol and a petrol. It is habitually assumed that a petrol is a mixture of what the chemist calls 'saturated hydrocarbons' or 'paraffins,' that is to say, it contains as small a proportion of carbon as possible in any compound of the kind. It is assumed, in fact, that petrol is essentially the substance known as 'heptane,' which contains 84 per cent. of carbon and 16 per cent. of hydrogen. Against this is put the theoretical composition of benzol, which in the form of pure benzene contains 92.3 per cent. of carbon and 7 per cent. of hydrogen. As a matter of fact, however, spirits of the petrol type are not wholly paraffins, and they therefore contain more carbon than the proportion given. An actual sample of petroleum motor spirit examined by the writer contained 85.2 per cent. of carbon, corresponding with 14.8 per cent. of hydrogen, whereas a grade of benzol prepared for use in a car engine

contained only 90.1 per cent. of carbon and 8 per cent. of hydrogen—an advantage of only five points instead of eight in favor of petrol. It has, moreover, been fully demonstrated that in a suitably designed engine there is no fear of carbon being separated to an annoying extent, even when the fuel is as rich in that component as benzol.

"The second objection to the employment of this spirit is that the proportion of sulphur contained in all tar spirits not specially purified must prove deleterious to an engine by bringing about the corrosion of the exposed surfaces. This objection was originally put forward with such show of authority that, although the present writer felt almost certain that the high temperature prevailing in all parts of the engine would prevent the combustion products of the sulphur from doing any harm—as they undoubtedly would if they remained in contact with almost cold metal in presence of moisture—he hardly cared to take too decided a view of the question. The experiments that have been carried out with benzol have shown no harmful effect, but they have admittedly been too brief to be conclusive. Nevertheless, the objection may be waived for the following reason: For some years past in certain parts of Germany gas engines have been at work consuming oils or spirits made from the tar obtained from brown coal, and those oils contain from 1 per cent. to 2 per cent. of sulphur. The engines, it is found, do not suffer. The sample of English benzol that was tested by the writer three years ago contained 1.56 per cent. of sulphur, but there is little doubt that this was an abnormally high figure. The normal proportion of sulphur in such benzols as are likely to be offered to motor car owners is from 0.8 to 1 per cent. or thereabouts. In many instances, where explosion engines are said to be running in Germany on alcohol, the fuel actually consumed would appear to be a mixture of some four parts of denatured spirit with at least one part of benzol."

Hints Covering Motorcycle Belts.

To belt users the following hints may prove useful:

1. Keep the pulley dry, and free from grit.
2. When not actually riding take the belt off the pulleys, as it thus recovers in a slight degree its elasticity and normal condition.
3. When cleaning the belt pay particular attention to the method advised by the makers.
4. After a protracted run or a tour take off the belt, coil it up into a flat disc, and scrub well with gasolene (unless cautioned against the use of this by the makers) or water, and wipe dry, finally applying a thin dressing as recommended by the makers, and hang up to dry in a warm place.

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to every live
bicycle dealer

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PHILADELPHIA, PA.

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The Week's Patents.

846,695. Bicycle Package Carrier. William H. Reed, Sawtelle, Cal. Filed April 30, 1906. Serial No. 314,517.

Claim.—1. A package carrier for bicycles comprising a basket shaped receptacle provided with a substantial top rim; a rod passing from one side of the rim to the other side thereof in a direction to conform to the sides of the basket; and a stem secured to the center of said rod, said stem being adapted to be secured to the front fork of the bicycle.

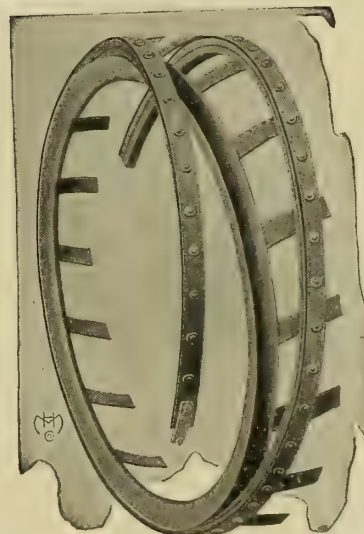
846,803. Chain Link. Edwin H. Mills, Columbus, Ohio, assignor of one-half to Lute Hornickie, Cleveland, Ohio. Filed June 25, 1906. Serial No. 323,219.

Claim.—1. A chain link comprising a pair of side plates a removable wrist pin located between said side plates, a fastening device passing through the wrist pin and the side plates for binding said side plates and wrist pin together, there being bosses carried by the side plates and entering recesses formed in the ends of the wrist-pin, and means for preventing said wrist pins from turning.

847,983. Sprocket Chain. Raymond W. Dull, Aurora, Ill., assignor to Stephens-Adamson Mfg. Co., a Corporation of Illinois. Original application filed Oct. 15, 1906. Serial No. 339,006. Divided and this application filed Jan. 16, 1907. Serial No. 352,581.

Claim.—1. In a chain, in combination, an inside and an outside link, the inside link comprising a metal bar and a filler each having a pivot aperture and a second aperture adjacent thereto, the apertures of the bar and the filler being in register, a pivot, and an anchoring pin passing through the second-named apertures in the bar and the filler of the inside link, the outside link covering the ends of the pin.

ARMAC BELTS



Armac V Belting and Patented Pulley Rim will put a stop to Transmission Troubles on any motorcycle.

Parts and Accessories Cat. now ready.

ARMAC MOTOR CO., 472 Carroll Ave., CHICAGO

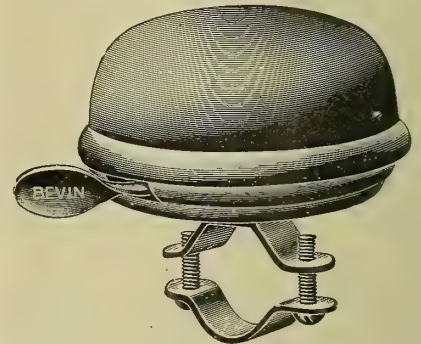
Agents { C. H. LUDLOW, Northport, L. I.
W. B. BLOKAMP, Baltimore, Md.
E. J. KNOLL, Riverside, Calif.

Of the

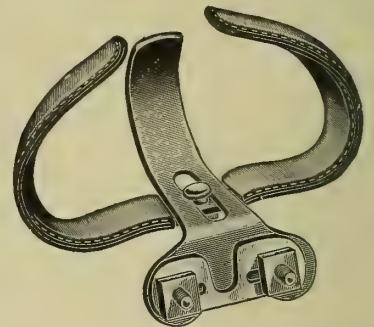
Goods that Sell in the Spring

there are none that are in brisker demand than

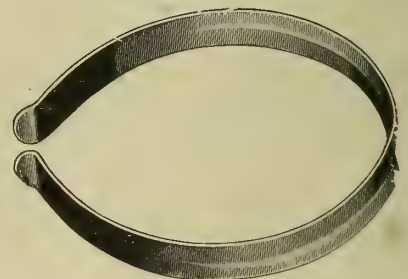
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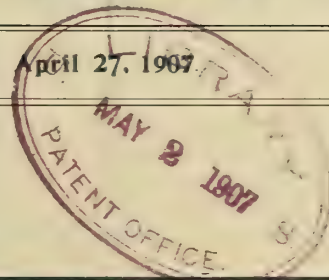
THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED
•1877•

Volume LV.

New York, U. S. A., Saturday, April 27, 1907

No. 5



The Spring Numbers of Cycling

TROPHY FOR MOTORCYCLE TEAMS

President of F. A. M. Presents Silver Shield for Fifty Miles Contest—Novel Conditions that Apply.

R. G. Betts, president of the Federation of American Motorcyclists, this week made known his intention to present for team competition between motorcycle clubs, a solid silver trophy, the design and proportions of which are such as to justify the belief that that most exciting and enthusiastic form of sport will receive a distinct stimulus. The trophy, the cost of which will closely approximate \$150, will take the form of a shield bearing raised motorcycle designs and laurel wreaths within which to inscribe the the names of the successive victors. It is to be styled the "Betts Shield" and the donor has stipulated that the first contest shall occur at the national meet of the F. A. M. which will be held in July next at either Providence, R. I., or Baltimore, Md., the mail vote that will settle the choice being now in progress.

Fifty miles is named as the distance of the contest, the teams to consist of two men and a substitute, and all races to be run on tracks.

The conditions that will govern the contest, as specified by Mr. Betts, are a little out of the usual. They have been well thought out, however, with the idea of not only making a fast race, but of placing a premium on non-stop performances and to induce each participant to complete the full distance and to "keep going" all the way. These ends are sought by the system of scoring, which is based on an initial credit of 1,000 points per team, plus one point extra for first place, which will enable a team to obtain a perfect score. Thus, the winner will be credited with 501 points, and every other competitor will be penalized at the rate of one point for every five seconds, or fraction thereof, he may finish behind the leader. Other penalties will be incurred on a basis of five points for each dismount or stop, or for any outside assistance that may be rendered. It is provided, however, that the substitute of any team, in the event of disability of either of his mates, may jump in and finish the contest, but a penalty of 50 points will be incurred.

For the first two years of the contest, only single cylinder motor bicycles, having a piston displacement not exceeding 30.5 cubic inches shall be used, this being the new limit of single cylinder power which is at present being considered by the F. A. M. Competition Committee. All the machines used in a contest must have been owned by their respective riders, none of whom shall be identified with the trade, for at least sixty days preceeding the race.

The club holding the trophy will be subject to challenge after ninety days, and

any other clubs which may so desire will be privileged to enter the contest resulting from such challenge. If the challenged and challenging clubs are located within five hundred miles of each other, the contest must occur on a track selected by mutual agreement. The conditions, however, per-

There's No Age Limit in Cycling



Rupert Lofton, Miami, Fla., 18 months old,
and Thomas W. Davis, Peoria, Ill., 81
Years Old, Who Cycled 5,503
Miles During 1906.

mit the holding of what may be termed a "telegraph match" between clubs located at greater distances apart, such contests to be started at a given day and hour and each club to be represented by designated officials in each other's city. This will allow even a California club to challenge.

AMERICANS ARE BEATEN ABROAD

Fogler and Bardgett in First Appearance Find Foreigners Too Fast—McFarland Also is Trowned.

Joe Fogler, winner of New York's fast six day race, and Walter Bardgett, made their debut on Parisian soil on Sunday, 15th inst. It was Fogler's first visit across the pond, although Bardgett has ridden abroad. Fogler made a better showing than did Bardgett.

The Buffalo Velodrome was packed by an enormous crowd despite the unfavorable weather, the greater percentage of whom came to see the blond Fogler make his debut. The Brooklynite created a favorable impression, although he had to bow to Walter Rutt, whom he defeated in Madison Square Garden in the six-day sprint.

On account of the rain the racing did not start until after 3 o'clock, and the first race of importance was the 1,000-metre scratch, in eight heats. Bardgett made his start in the fourth heat. Just as he made his jump his tire slipped on the wet boards and Quessard got the advantage. John Bedell and Oscar Schwab were both in the sixth heat, the Long Islander winning easily. Fogler and his old rival the negro Hedspeth fought it out in the eighth. The black man tried hard to connect with Fogler's rear wheel but failed. Schilling and Thuau finished in this order in the first semi-final, John Bedell being an "also ran." The second semi-final was the real match of the race. Fogler made a brave bid but when Rutt passed him in the sprint he sat up. The final went to Rutt in 1:38.

Bardgett was on 25 metres in the first heat of the handicap but he could not cut down his field, and John Bedell was beaten in his trial but got placed after Comes was disqualified. Fogler on 10 metres could not overcome Labrousse's lead of 55 metres and Hedspeth was trounced by Rutt, who also won the final from scratch.

McFarland competed in the fourth annual "Roue D'Or," a 50-kilo paced event, which in every previous year had been won by Americans. Although McFarland wore the stars and stripes he was beaten by both Darragon and Simar, the former winning by six laps in 42:06.

Revere Beach's omnipresent hoodoo again made itself felt on Friday of last week, 19th inst. The management of Boston's saucer track had planned to open on Patriot's Day with a card of paced and sprint races, but rain prevented. The next attempt to hold a meet will be on May 30th. The track will be covered so that meets will not hereafter have to be postponed on account of every little shower.

THE LEAGUE OF AMERICAN WHEELMEN

By ABBOT BASSETT, Secretary

"Is the League of American Wheelmen still in existence?"

We are often asked this question and we have but one answer: "It is in existence, but not still."

It came to us over the 'phone the other day from a man who was having trouble with a baggageman over charges on a bicycle which should have been carried free.

"I want the League to help me out and recover the money that I have been robbed of."

"Do you belong to the League?"

"No, I used to belong but I dropped out."

"Good bye!"

The League is still doing business at the old stand. It never had a thought of going out. It maintains headquarters in one of the finest business buildings in Boston, publishes a monthly magazine which goes to all members, and finds very much to do in highway, legislative and other work for the interest of cycling in general and its members in particular.

Three hundred and more wheelmen have shown enough confidence in the organization to take out life memberships, and this insures a permanency to its existence which reaches into a very remote future.

A chill has come over cycling and it has shrunk to dimensions which astound us.

What is the reason?

The trolley car that takes one out into the country? Laziness? Reluctance to change clothes before and after? High gears? Scorchers on the road? Professionalism?

Take your choice. You will find advocates of every reason.

We can remember when we could count more than sixty periodicals published in the interest of the wheel and when every leading newspaper in the country had a cycling editor and a cycling column.

We can remember well when one could count cycling clubs by thousands and when cycling club houses were very common.

We can remember well when the tricycle came in, bringing the ladies as wheel companions, and when our fair sisters went from the three-wheel to the two-wheel steed.

These are largely things of the past. There are a few of the old clubs left, but they retain hardly more than a nominal existence, celebrating the past and harking back to the days when cycling was at its height.

The League of American Wheelmen, the biggest, best and busiest of all clubs, is still active, though with diminished ranks.

The Bicycling World, the first of all cycling papers, stands alone in the field of

cycling journalism. It was the first one; it is the only one that remains.

Will cycling ever come back? We mean by that, the cycling of years ago. There are many wheels being ridden to-day and the factories are turning out thousands yearly, but we do not have cycling as we used to know it. The average man rides to-day for utilitarian purposes. He uses it to go to his work, to run over to the post office; boys go to school a-wheel. This is not what we veterans saw in our day. We rode then for pleasure. We formed ourselves into clubs and promoted club runs.



ABBOT BASSETT

We made long tours and took the ladies with us. We held purely amateur race meets in which our social equals competed. We had summer camps where we got together and filled every hour with joy. There was a bond of sympathy between wheelmen which created a fraternal spirit that was a pleasure to note and a great satisfaction to enjoy.

We banded ourselves together for protection against our common enemy, the road hog, and we drove him from the road. We instituted the campaign for better highways. In 1888 there was issued from League headquarters the first road book published in America. It was the initial act of the Good Roads movement. Through its officials in the various States a copy of the book was sent to every member of every State legislature in the United States. Over 200,000 books were issued. The next year the League issued a somewhat larger book and distributed it in the same way. After that came the Good Roads Magazine, published by the L. A.

W. There are many who to-day claim to be the pioneers of the good roads campaign, but it remains for them to show record of work before 1888.

The practical work in the interest of wheeling is about done. Wheelmen have rights of the road which the League obtained for them. They have their wheels carried as baggage, which the League obtained for them. They have good roads now and promise of better ones and more of them in future, all of which they may thank the League for. It was through the efforts of the League that the United States Government established the Board of Road Inquiry as a part of the Agricultural Department. It was through the efforts of the League that Massachusetts, New York, Pennsylvania, New Jersey, and other States established highway departments and appropriated millions of dollars for road work.

The League of American Wheelmen is here to stay. Little practical work remains to be done, and yet scarcely a year passes that we do not have to send men to the State House to ward off disastrous legislation aimed at the wheel. It is well to keep up the organization as a safeguard against attack.

If we are to have a future in cycling it must be gained through the fun, the health, the expansion to be attained. We must bring back the clubs, we must get together, we must ride. We are just old fashioned enough to believe that there is room for the tricycle in the future of wheeling. There are many elderly people who never rode a bicycle and who have not the courage to attempt it. They would like to get about with ease and some speed and the three-wheeler would help them out in this direction.

We want to say to the trade that cycling never had a better advertisement than it got from organized wheelmen in the L. A. W. The first step towards bringing back cycling should be to get wheelmen together under the banners of the L. A. W. A well organized body of 50,000 wheelmen working in harmony would do more to promote cycling than could possibly be done by any trade organization, the motives of which would always create a suspicion of self-interest.

Every man who rides a wheel, or sells a wheel, or makes a wheel, is, or should be interested in the sport. He can best show his interest by getting together with other riders, sellers and makers.

There never can be a better publicity bureau than the League, and it costs but a dollar a year.

THAT PESSIMISTIC ASSERTION,
 "All bicycles are about the same"
 DOES NOT APPLY TO
NATIONAL BICYCLES

There are more exclusive features of merit in the Nationals than in practically all other bicycles put together.

IT'S YOUR FAULT IF YOU ARE NOT ACQUAINTED WITH THEM
 OUR CATALOG'S FREE

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 BAY CITY, MICH., U. S. A.

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FISK TIRES

are that happy medium of lightness and strength that insures Comfort and Long Wear.

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THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

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Change of advertisements is not guaranteed unless copy therefor is in hand on MONDAY preceding the date of publication.

Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, APRIL 27, 1907.

The Beneficent Bicycle.

Tales a-plenty have been told of how the bicycle came to be developed from a sort of crude mechanical jest to the marvel of perfection it is now. How the hobby-horse was transformed into the velocipede and that into the high-wheeled ordinary, and so on down to the present day, forms a good enough story, and one with which every rider is familiar.

Another side of bicycle history, however, is seldom brought out. In itself it forms a proper correlative of the other and is perhaps equally important in its bearing on the bicycle of to-day. In a word, the added chapter contains the narrative of the bicycle in its relation to the people who have ridden and who still ride, and the way in which their growing appreciation of its virtues have given rise to broader applications of its benefits and stimulated the mechanical advances which have marked its evolution.

The hobby-horse, for instance, was a toy, and nothing more. The present day bicycle, on the other hand, is a complete and superbly fashioned machine lacking nothing which can make for the success of its service or the comfort of its rider. It

is considered in the serious light of a utility, although its usefulness in the way of pleasure getting is none the less impaired by the soberer view which is taken of it. Mark then the difference, and see how through all the brave years since bicycles were bicycles, the growth of the machine in the popular estimation has kept pace with its development from the mechanical standpoint.

There are many ways in which the idea might be expressed, but none, perhaps which so well brings out its pith as does the pregnant characterization of the sage who said:

"Twenty years ago the bicycle was a toy; fifteen years ago, a badge of fraternity; ten years ago, the center of athletic interest; five years ago a society fad; to-day, transportation's most active servant and health's greatest aid."

The plaything in its embryonic stage attracted little or no attention save in a casual way. The high-wheeled ordinary was recognized by the few as something grand and good in its possibilities. It was so radical, however, that the result of their interest in it was a natural gravitation of all the riders into a sort of free-masonry to which they are true even after the lapse of many years. Their interest and activity stimulated the improvement of the art and the popularization of the pastime. Hence the natural development of the athletic side of the sport. With the final production of thoroughly successful types, the idea was borne in upon society that this new thing was good for one and all, and fun for one and all, and so it became a fad. Next, of course, her example was followed by the masses.

Touching on the matter of transportation and the way in which its ends are served by the modern bicycle, nothing better illustrates the point than the statement that cycling is merely an extension of walking—a sort of modern "seven league boots" or a pair of 20th century stilts, as it were. Its control is so natural and easy its ability to negotiate highways and by-paths so general, that literally speaking, wherever a man may walk, there may he ride. But riding so, he travels faster and with less exertion than when he walks, he travels pleasantly and cheaply, too, and thus he gains time, saves money, and increases his hold on life by the same generous token.

Touching on the matter of health and the way in which the bicycle puts new

gumption into the human frame, the merits which first attracted the lovers of outdoor pastime to it still hold good and from the very urgent need of health in these rustling times are all the more important to humanity. Its commonness, however, the mere fact that it is neither new nor novel and that its blessings have been recognized for many years, seems to cast it into the shade at times, and spread a tarnish over its luster. Yet that its use besides building up many a man and woman who have started down the long decline, has effected positive cures of many dreaded maladies—not even excepting the terrible "white plague"—are facts too often proved to be held in question.

How muscular exercise in the open air serves to strengthen the vital tissues and rebuild the system; how sane diversion of brain and brawn revoke the ban of ill-health and rekindle the embers of desire and ambition and hope; how the play of the limbs and the emancipation of the thoughts gained in this way expands the lungs, quickens the heart, tickles the unnamable spot which is the seat of unrest and builds up health and hope—this and much more of the hygienic worth of the bicycle and its use is contained in the message of the wheel.

To those who know these things is given a mission of grace to go out into the corners of the earth and show the people what lies within the power of the silent steed to do for them. This supple little mount is good for the stoop shouldered and the narrow chested; it is good for the weary and forlorn; it is good for the lame and the halt and the blind; and it is good for the moral outcast whose mental system is clogged for lack of nature's physic.

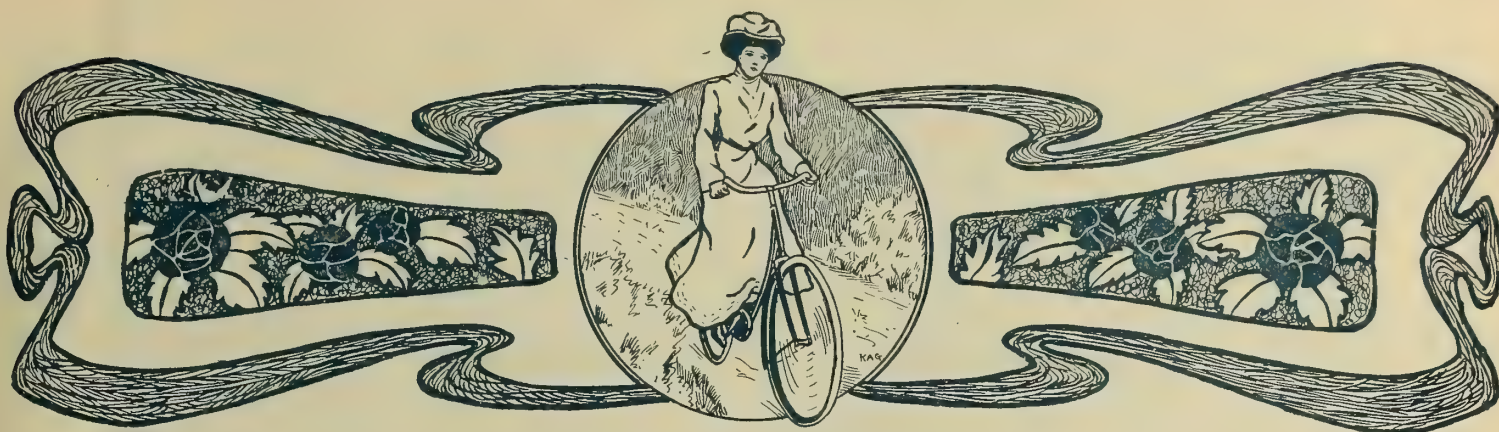
Tell them, people. Tell them it is so, and how and why. Boast of the joys of the wheel and the gracious bounty of health it brings. Sing its praises far and wide, and when the song goes 'round again, revive the "Bibamus" of the grand old Boston Bicycle Club and raise a chorus:

"To a joy beyond dimensions,
To a pleasure never old,
To the prince of all inventions,
To the steel worth more than gold."

"Please renew my subscription for the Bicycling World. Enclosed is the price. It's the best money I ever spent. The Bicycling World is worth all the praise anyone can give it."—Ralph Derbyshire, Fall River, Mass.



Typical Scenes of a Cycling Day.



Why Women Should Rediscover the Bicycle

By LUCILLE EATON HILL, Director of Physical Training, Wellesley College.

Those of use whose work it is to urge women to seek health and recreation in the open, necessarily sing the praises of all forms of physical activity; for inclination, and physical and financial conditions influence the individual in the choice of outdoor pleasures; but the all important thing is that every woman shall want to

joyment in outdoor exercise, winning converts where walking could not, because of its novelty and the necessary mental stimulus used in controlling the refractory steed.

It brought the bicycle skirt into vogue, where it remains the most valued item of a healthful woman's wardrobe, as a "golf

the advance agent of the ever-increasing love of outdoors. It was cross country walking at the American pace.

But in those benighted days women were not at all aroused to a realizing sense of the downright, permanent, commercial as well as recreative need of physical exercise out of doors as a daily duty. The bi-



do something in the sunshine and fresh air, where woods or fields or sea bring physical, mental and moral refreshment.

Accepting the definition of the word "athletic" to be "robust, healthful," in preference to "victorious in physical prowess—mastery of games," the love of nature and the physical exercises incident to intimacy with her is a never failing source of renewed vitality and if genuine, is not influenced by a "fad" for a special sport.

The bicycle has been the most potent agent in bringing to women a sense of en-

skirt," a "rainy day skirt," or an "outing skirt." Its name is of no importance, but its vigorous use makes patent medicine unnecessary.

The bicycle was a missionary. It found women in rocking chairs and it placed a vast number on saddles. It competed with the sewing machine ruffler and tucker, and won. It reduced piazza gossip and compelled the study of trees—as obstacles, if not as forestry! It would have laid low bridge or any other vain time destroyer. It was the pioneer of "athletics for women,"

cycle created a demand. It did not meet a demand.

As the first bicycles were necessarily expensive, their patronesses were women of leisure and means sufficient to indulge in them as luxurious toys rather than for their value as permanent aids to health and recreation in the country.

When the manufacturers were able to bring the price of the bicycle within the means of the many the craze waxed violent, and doubtless not a few suffered from intemperance in their use, as they prob-



THE R-S., THE FIRST LADY-FRONT MOTOR TANDEM.

ably were accustomed to suffer from other uncontrolled tastes; for a "fad" is not founded on common sense and self-control; but the number benefited by the change from indoor to outdoor life is beyond any statistical knowledge or approximation.

Then came the most astonishing proof of woman's lamb-like "following a leader!" The social patronesses of the bicycle, not appreciating its utilitarian value, or recognizing its medical efficiency, or needing it as an economical horse to carry its rider away from her day's work into the country, found other expensive playthings. Golf clubs and automobiles, and their sudden and absolute dropping of the bicycle, so influenced the mass of women that very few dared ride because of a doubt as to whether it were really the proper thing to do, though all the time how much they wanted to, and still want to!

Bicycling is as healthful and enjoyable a form of exercise now as it ever was. It cannot be true that the thousands of women who enjoyed their daily rides were all riding because the Four Hundred of their towns rode! Some surely must have gained a permanent benefit from their wheels.

The bicycle should now be one of the many important and recognized assistants to women's life in the open. It is the best auto for the health and complexion when there is a desire to arrive more quickly

than by walking. It is a means of bringing country sights or sounds to thousands of women whose work is indoors and sedentary. The exercise will be followed by sleep more refreshing than the rest following a trolley ride. The temporary, as I believe, banishment of the bicycle for women, has been one of the most unfortunate unconscious bits of selfishness on the part of women who could have horses or yachts at their will. If the bicycle had made its



debut now it would have found women firmly convinced of the value of its services to this accepted and growing need of open air exercises.

Instead of attempting to compare the physical value of bicycling with other forms of outdoor sports, it is better to say that all forms of exercise in the open air are good, provided they are good for the person, and her physician will advise her if she is in any doubt regarding its general or specific influences. The remedial value of bicycling is great, if the person needs the remedy.

Any exercise should be engaged in with regularity and moderation, followed by the proper care of the body and by rest.

Until the bicycle is reinstated in popular favor a great power for the health of women at large is lost.

All women who own bicycles should at once rediscover them and do all in their power to set their social approval on our democratic steeds; if not for their own personal pleasure, they should do it to encourage others to gain what they do not need.

Wouldn't this issue of the *Bicycling World* and *Motorcycle Review* be a good one to place in the hands of that friend of yours who ought to be riding a bicycle, or who is likely to become interested in motorcycles? If so, remit ten cents in stamps and a copy will be sent postpaid to him—or her—at once.

"Motorcycles and How to Manage Them." Price, 50 cents. The *Bicycling World* Co., 154 Nassau Street, New York City. ***

THE BICYCLES OF 1907



A STORY OF THE UNDOING OF THE MAN WHO HAD BEEN "OUT OF THE GAME FOR SEVERAL YEARS,"
AND WHO FANCIED THAT "ALL BICYCLES ARE ALIKE NOWADAYS."

"All bicycles are alike nowadays," is one of the glib assertions that is quite frequently heard when the subject of bicycles is discussed. It usually rolls off the tongue of the man who once cycled and who recalls the furore of interest that was caused in former years when some manufacturer or other made some such change as the substitution of D-shaped tubing for round tubing in the rear fork stays, or increased the frame tubing from 1 inch to 1½ inch, or adopted a sprocket with a clover leaf instead of a star design.

In those years everything was abnormal or magnified and such changes as those cited really did create great waves of excitement and comment. The rider who lives in the past remembers only those things. He knows little or nothing of present-day bicycles and his glib assertion, so often and so variously repeated, is true only to the extent that all men, also, are alike, likewise all horses.

All men have two arms, two legs, two eyes, a nose and a mouth. All horses have four legs, and in their respective spheres it is just as proper to say that they are alike—that they have been alike since their beginnings—as to say that all bicycles are alike.

It is true that the freak bicycle no longer exists, but bicycles are alike only in that each has a diamond frame and two wheels which revolve. The best bicycles and the poorest bicycles have them in common, exactly as all grades of mankind have two arms and two legs, and as all breeds of horses have four legs.

But the person who is not content with surface appearance, but who seeks the "innermost truth" has but to delve into the make-up and "fine points" of the several "families" of bicycles to discover that each has "traits" and characteristics all its very

own. He will discover why it is that while a "pretty good" bicycle may be had for about \$25, a really good one cannot be bought for less than \$40 or \$50. It is just as easy to use cheap material and hurried processes in building bicycles as it is in building houses. There's a big difference in the quality of even the spokes that may be employed although great numbers of people seem unaware of the fact. There are differences in the matters of reinforcing and of brazing, which are unthought of by the unknowing or the unthinking, which are big factors in the safety and stability of the completed structure. There are differences in bearings and the care with which they are made that make the difference between an easy running wheel and the other kind. There are tremendous differences in the matter of finishing—of nickeling and enameling—that mark the difference between bicycles that "look respectable" for a month or for a year, or for several years. There are differences—great differences—in tires, saddles, pedals, chains, handle bars, crank hangers, fork crowns, and a dozen other details. There are conveniences or simplicities, or both, that constitute advantages and features that are well worth the added cost that they incur. Practically none of the "first families" of bicycles are without them.

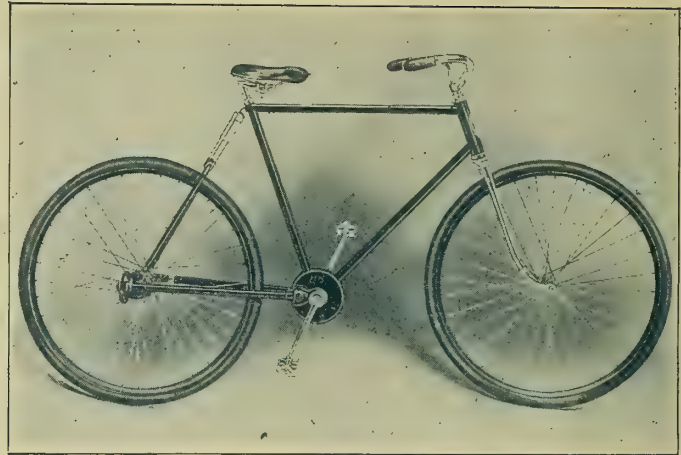
The selection of a bicycle, however, is easier than it was in "the days of yore." There are not so many to choose from. There is not so much to confuse the intending purchaser. In that process of "going through the fire" which the cycle industry underwent, only the fittest of the manufacturers survived. All of them should be able to build good bicycles and most of them do so. But even of this number there are those who build also some bicycles which are only "pretty good,"

which is another way of saying that these bicycles are open to question. There is this, however, to be said of these manufacturers, and there is this sure guide for purchasers: The truly good bicycles—the high grades—bear their makers' own nameplates; the doubtful ones bear other names. They are made to "sell at a price"—a statement that is fraught with the direst significance—and the merchants who sell them—usually in connection with 101 other goods—to that large part of the "great, green public," which seeks cheapness, herald them unscrupulously as the "best on earth," etc., which the manufacturers themselves would be ashamed to do. It would ruin their reputations. When such bicycles "stand up" for any great length of time it is largely a matter of luck, pure and simple.

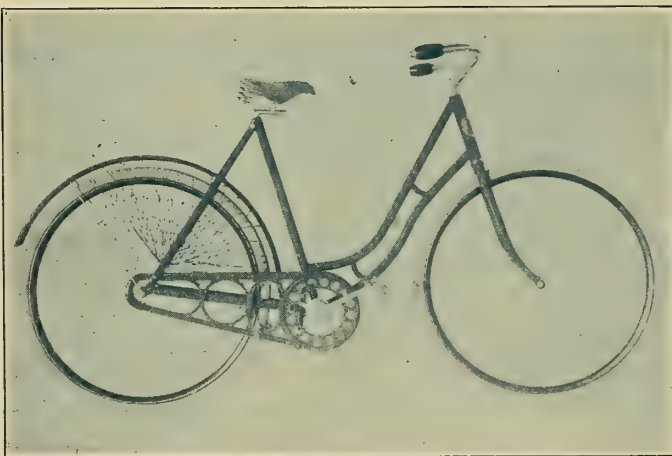
The so-called mail order houses are great fishers for men and "easy money." They run heavily to these "pretty good" bicycles listed at bargain-counter prices and enshrouded in extravagant praise, and "backed" by testimonials of some of the backwoods boys who had the great good luck to get those of the bicycles that "stood up" for more than a "ten days free trial"—that is, "free" after the express company's C. O. D. bill has been paid. How hollow are the pretensions of these mail order people is shown by their practices. There are those of them who issue two catalogues—sometimes embellished with pictures of their "bicycle factories" which exist only in their imaginations—one catalogue dealing with their doubtful, bargain-counter bicycles, which are built for them at the lowest possible penny-pinching price, the other dealing with a really good bicycle listed at the price of the good article. While the cheap catalogue indulges in profuse praise of the product which it describes,



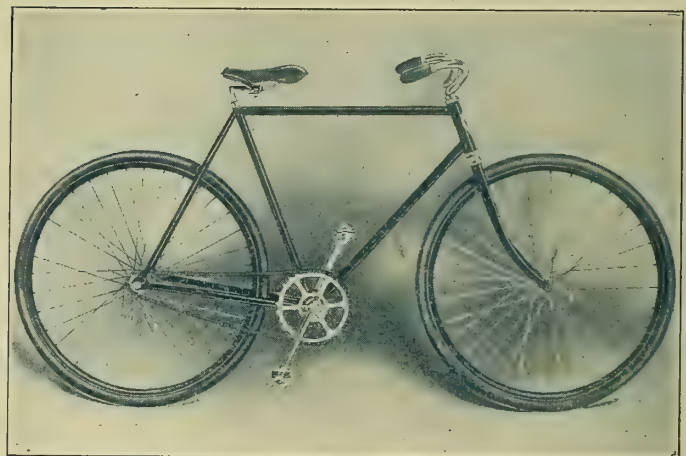
COLUMBIA LIGHT ROADSTER, \$50.



PIERCE CHAINLESS, CUSHION FRAME, \$80.



COLUMBIA LADIES' LIGHT ROADSTER, \$50.



PIERCE ROADSTER, \$40.

the high grade and truthful catalogue practically damns and derides the cheap stuff. These catalogues are wonderfully illuminating to the thoughtful man who fancies that "all bicycles are alike nowadays," and that it is possible to purchase diamonds for the price of rhinestones—that it is possible to buy a good bicycle for the price of a poor one.

The man who entertains that notion is almost electrified when he is told that today there are bicycles on the market which sell for \$100. He knows nothing of the chainless, bevel geared Columbia, with its two-speed gear, and coaster brake, compactly enclosed in the rear hub, its cushion frame, cushion fork and de luxe equipment, which lists at that price; nor does he know aught of the chainless Pierce, with its cushion frame and sword-blade spring forks which list at \$80; that, too, is a price beyond his perverted ideas of bicycle values. And yet the demand for each of these models has been well sustained and is reported by its makers to be broadening.

Take such a person on a visit to a display of the productions of "first families" of the bicycle industry and he is sure to open wide his eyes and ask himself if he has been truly awake during these later years. When he beholds collectively the product

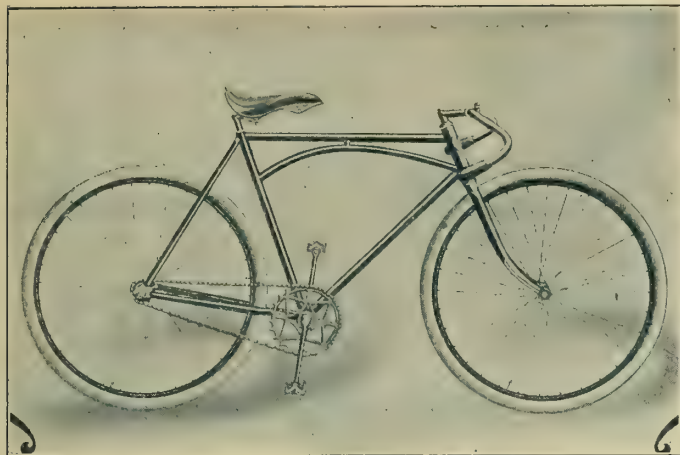
of these "families," he is bound to admit that it constitutes an impressive exhibit.

Trundle out a chainless Pierce and a chainless Columbia for his inspection! There are two bevel geared bicycles, both beautiful, clean cut pieces of workmanship. Both are enameled black, but otherwise are they alike? Not much. The Pierce is a center drive; the Columbia a side drive, and the details of the mechanism is differently worked out. Both have spring forks and there's no sameness there, either. Each is radically different from the other; so, too, are the fork crowns, and just risk an eye on the hubs, and the spoke holes, the handle bar and seat post fastenings, and even on the cranks. There's nothing twin-like about those features, is there? Now step this way and look at these chain-driven Pierces and these chain-driven Columbias! Never noticed before that their frame lines were not exactly alike? There are others. Ever observe the Pierce flangeless hub or the Columbia's button-hole spokes? And just notice the difference in their crank shafts—the Pierce with left crank and axle in one piece, the left crank held in place by a conical nut—the Columbia with a divided axle which is unlocked merely by inserting a small key in the bottom bracket. Both permit of quick and ready removal of the axle without dis-

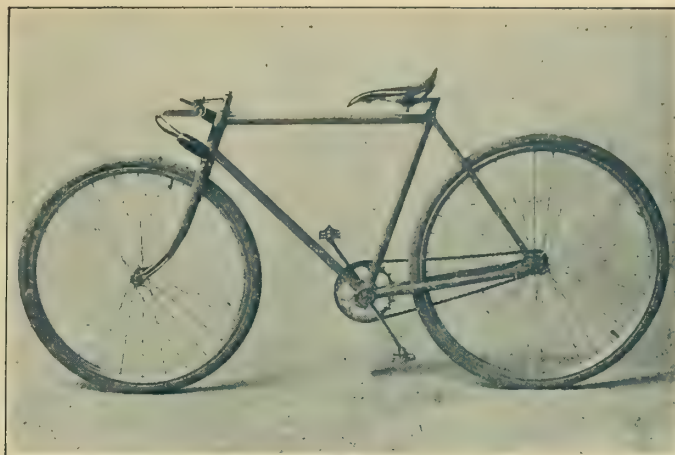
turbing the bearings or adjustments—but how very differently the same result is worked out! No stale sameness there, is there? If you will, look at the forks, fork crowns—Columbia a forging, Pierce of the double plate type—handle bar, or saddle post fastenings, cranks, chains, saddles and pretty much anything else and you'll find that there are few respects in which they are similar. Spend a few moments on the Pope company's Cleveland or Tribune or Rambler and you'll discover that though they come from the same factory each contains features all its own.

Beginning already to think that you were wrong about all bicycles being alike?

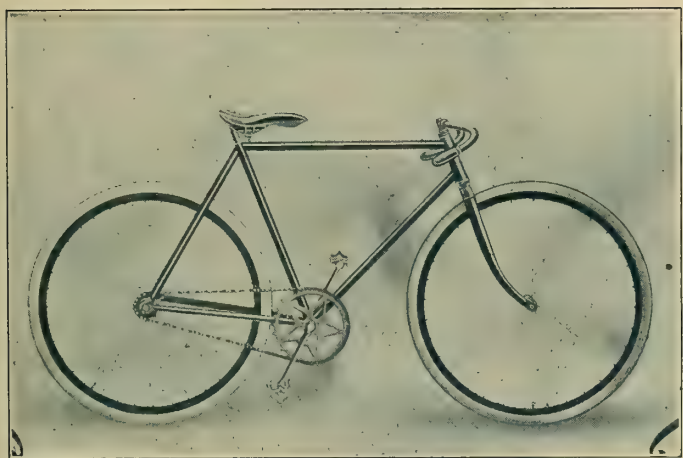
What's that machine over there with a curved truss in the frame? That's a new one, did you say? The Iver Johnson? Didn't recognize it? Of course not; you've been so fast asleep for four or five years, that you can't recognize even a somewhat changed old friend. Do you know that since the few older ones passed out, the Iver Johnson people now rank as the second oldest bicycle makers in America? It's a fact. They've been at it for 24 years; only Pope now outranks them. That truss frame? Yes, it surely is distinctive—so distinctive that it's been patented, and the "truss bridge" argument that goes with it



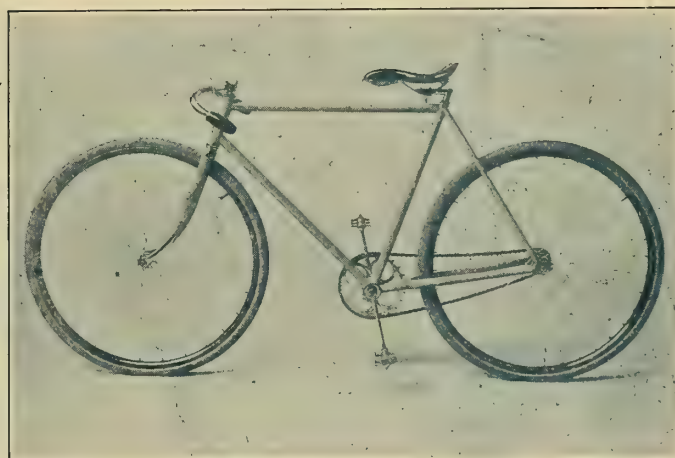
IVER JOHNSON TRUSS FRAME RACER, \$50.



NATIONAL PACE FOLLOWER, SPECIAL.



IVER JOHNSON ROADSTER, \$30.



NATIONAL, MODEL 92, \$40.

is all to the good, too. The argument must be sound for since the Iver Johnson folks began to make it felt, a distinct wave of interest in trussed frames has been created. There's four or five of them now on the market—no two alike by the way—and none like the Johnson, of course. Take notice of the Iver Johnson forged arch fork crown, of the new double bar lock spring fork, of the crank hanger with the detachable left crank locked by a tapered nut to the triangular tapered end of the axle—there is nothing just like those devices incorporated in any of the other bicycles; even the Iver Johnson hubs are distinctive; they are of special design and turned out from the bar steel, and that glossy finish of enamel is equal to piano work—four coats, hand rubbed.

That rakish array? Those are the Nationals. Didn't know they made a chainless? Well, they do, and they've been making it for years—your memory's rather treacherous. Bevel gear? No; rollers; it's the only roller geared bicycle in the world and you may be sure that it's all right or the National people would have dropped it long ago; they are rather captious critics of even their own products. Look at that spring fork, too! A double crown and two counteracting springs contained in the

fork stem, the whole weighing but four ounces more than the regular fork, which it so closely resembles—that's something of an achievement, isn't it? And again, there's no other spring fork exactly like it. And while you are about it, just tarry here a few moments and examine these chain driven Nationals. They are chockful of "meat" for the man like you, who fancies that all bicycles are alike nowadays. Look at that crank hanger as an example of ingenuity. Unscrew that bolt holding the left crank and the two bolts on the bottom of the bracket and not only the crank hanger but the cranks, the barrel containing the bearings, and the entire mechanism is in your hands; it is wholly independent of the frame; it not only facilitates examination, but it is designed to insure perfect alignment of the bearings and sprockets. Now have a look at the National chain adjusters—merely two round scrolls engaging with teeth formed on the fork ends. They are almost as easy to operate as a monkey wrench, and they firmly keep the axle from moving backward or forward on either side. That's another specimen of individuality. The National seat-post fastening likewise, is in a class by itself—no long screw bolt or internal builder, simply a circular nut fitting into the seat post tube and a small circular spring

wedge. It's as simple as 2 and 2. No, these National features are not new this year; they are all time-tried. But the fact that you ask the question proves that they are new to you and the thousands like you.

Surprised, are you? Well, just brace yourself for there's something more coming to you. Step this way and spend a few minutes at the Racycle. Never heard of the Racycle in the boom days? Of course you didn't. It wasn't known then. It was just coming into use when the damned old boom was petering out. But every one in the business and nearly every one else who rides a bicycle to-day knows the Racycle; you may depend on that. It's remarkable development in the face of the so-called "decline of cycling"—"settling down" is the proper term—has been one of the things that has made talk. The men behind the Racycle have had no memories of the past to live down or to embitter their thoughts or temper their enthusiasm. A big gear, did you say? Perhaps so; but a big sprocket does not always imply a big gear; the rear sprocket may be proportionately larger, you know. The use of big sprockets, though, is one of the items that contributed to the Racycle reputation. Any genuine Racyclist will impress upon you that large sprockets mean less strain on

THE FIVE STAGES OF CYCLING



I



II



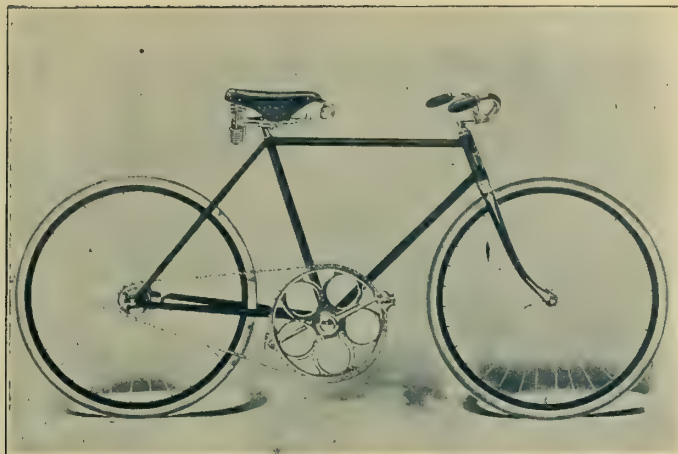
III



IV



V



RACYCLE PACEMAKER, \$65.



RACYCLE ROADSTER,, \$40.

the chain and when he brings his figures and illustrations to bear in favor of the Racycle crank hanger, and to show you that it reduces bearing friction 27 per cent., you'll have a tall task in combating them. Have a look at the hanger! Notice how the bearings on the sprocket side are contained within the hub or shoulder of the crank which brings them outside the sprocket and chain line; in other words, the sprocket is hung between the bearings, which thereby are given the widest possible spread—always a desirable feature. The Racycle cranks and crank hanger constitute an impressive piece of work. Each crank, including its recessed shoulder or hub—the left one also including one-half of the axle—are turned out of a solid forging. In design and construction the hanger is a class by itself. And how does a bicycle that oils itself strike you? Oh! you needn't smile so doubtfully; for these same Racycles incorporate a magazine oiler which is "loaded" with a charge of oil sufficient for 10,000 miles, before it leaves the factory. And that's not all, for there are two Racycle spring forks—one with triple coiled springs at the fork crown, the other with four blades of spring steel, each rounded at the upper ends and flattened at the lower ends.

If your mind has not been confused by

the great differences—the great unlikenesses that you have discovered exist in bicycles, you may recall that you've seen an amazing number of crank hangers and spring forks, and it won't do your think-tank much harm to jolt it right here with the remark that you haven't found anything that even suggests sameness in the matter of forks or hangers—have you?

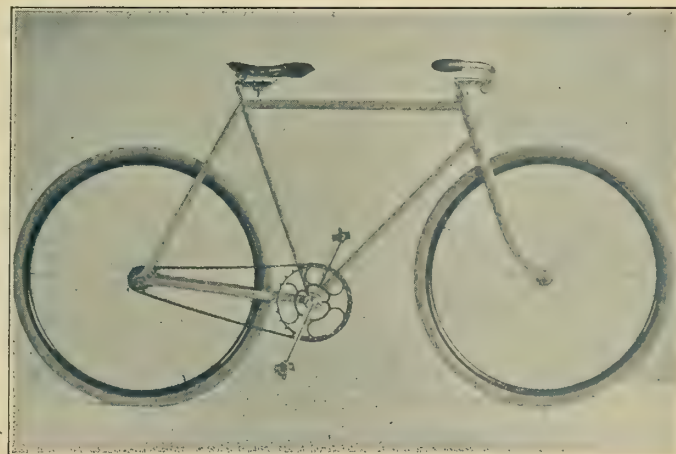
While you are thinking it over, pass on and take a peep at the Gendron, one of the old standbys that has weathered 20 years of sunshine and shadow and that even if it incorporates few frills and furbelows, is "all to the good." You will notice that like all the other up-to-date bicycles, the Gendron has not only flush joints, but flush head caps; there now are few of those knobs on the head that used to mark the bicycles you rode five or ten years ago. The bicycles of to-day are as clean lined as a thoroughbred. Those flush caps and head fittings would have created a furore a few years ago, eh? Say, do you remember the thundering sensation flush joints created when they were brought out? But this is getting away from the Gendron. That two piece crank hanger isn't like any of the others, and the rear hub's different, too. See how the sprocket is held in place by a locking ring and how it may be removed without disturbing the wheel or the adjustments—that's one of

those little things that count. Notice, too, that the Gendron is equipped with G & J detachable tires; that's another item to put in your thinking cap. The Gendron people evidently realize the good influence of good influence of good tires, as you will observe that even their flush-joint juvenile model is fitted with Kokomo New Oxfords. Perhaps you don't know it, but the Gendron Co. make more than bicycles for the children. They have a line of ball bearing, rubber tired velocipedes and tricycles, and of express wagons, miniature automobiles, and all that sort of thing that would cause any youngster to ascend to the seventh heaven of delight.

There's another concern out there in Toledo, Ohio, that you can scarcely have forgotten—that's their machine over there, the Yale. Yes, it is still very much "in it"; it never was out of the running long enough for any one to notice it, and it's an even better bicycle and a better looker than when you used to know it so intimately; and you may recall that it was one of the "niftiest" bicycles that ever pressed a tire to the road or the track. Yes, lots of the racing men are still riding Yales. As a matter of fact, the Yale people say that they turned out more bicycles last year than ever before in the history of the Yale, and it was a pretty poor year when they



GENDRON, \$40.



GENDRON RELIANCE, \$35.

The Prices of 1907 Bicycles

Columbia

Pope Mfg. Co., Hartford, Conn.

Models 700-701, Chainless, two-speed, cushion frame (men's and women's)	\$100
Models 702-703, Chainless, cushion frame (men's and women's)	80
Models 704-705, Chainless (men's and women's)	75
Models 706-707, Chain, cushion frame (men's and women's)	60
Models 710-711, light roadster (men's and women's)	50
Models 708-709, chain, cushion frame (men's and women's)	50
Models 712-713, chain (men's and women's)	40

Pierce

Pierce Cycle Co., Buffalo, N. Y.

Models 100 to 108, Chain, regular models (men's and women's)	40
Models 120 to 123, Chain, racer models	50
Model 110, Special track pacer	50
Models 131 to 136, Chain, cushion frame, spring fork (men's)	55
Model 138, Chain, cushion frame, spring fork (women's)	55
Models 152, 154, 156, Chainless, cushion frame, spring fork (men's)	80
Models 158-159, Chainless, cushion frame, spring fork (women's)	80

Rambler

Pope Mfg. Co., Hartford, Conn.

Models 760-761, Chainless, two-speed, cushion frame (men's and women's)	100
Models 762-763, Chainless, cushion frame (men's and women's)	80
Models 764-765, Chainless (men's and women's)	75
Models 766-767, Chain, cushion frame (men's and women's)	60
Models 770-771, Chain (men's and women's)	50
Models 768-769, Chain, cushion frame (men's and women's)	50
Models 772-773, Chain (men's and women's)	40

Emblem

Emblem Mfg. Co., Angola, N. Y.

Model 63, Cushion frame	50
Model 53, Track racer	50
Model 51, Road racer	50
Model 45, Women's roadster	40
Model 43, Truss-frame roadster	40
Models 32-35, Roadster (men's and women's)	30
Models 22-25, Roadster (boys' and girls')	25

Iver Johnson

Iver Johnson's Arms & Cycle Works, Fitchburg, Mass.

Model 790, Truss-frame racer and semi-racer (men's)	50
Model 788, Truss-frame light roadster (men's)	40
Model 789, Truss spring-frame roadster (men's)	45
Model 787, Roadster (men's)	30
Model 788L, Women's roadster	40
Model 787L, Women's roadster	30

National

National Cycle Mfg. Co., Bay City, Mich.

Models 92-93, Chain (men's and women's)	40
Models 94-95, Chain, cushion frame (men's and women's)	50
Models 96-97 Chainless, rigid frame (men's and women's)	70
Models 98-99, Chainless, cushion frame (men's and women's)	80
Model 100, Chain, racer	50
Model 100, Special, Chain pace follower	—

Reading Standard

Reading Standard Co., Reading, Pa.

Pacefollower	60
Racer (double head frame)	50
Road racer (double head frame)	40
Roadster (men's and women's)	30
Special	25

Stormer

Pope Mfg. Co., Hartford, Conn.

Models 754-755, Chain (men's and women's)	25
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Tribune

Pope Mfg. Co., Hartford, Conn.

Models 740-741, Chainless, two-speed, cushion frame (men's and women's)	\$100
Models 742-743, Chainless, cushion frame (men's and women's)	80
Models 744-745, Chainless (men's and women's)	75
Models 746-747, Chain, cushion frame (men's and women's)	60
Models 750-751, Chain (men's and women's)	50
Models 748-749, Chain, cushion frame (men's and women's)	50
Models 752-753, Chain (men's and women's)	40

Cleveland

Pope Mfg. Co., Hartford, Conn.

Models 720-721, Chainless, two-speed, cushion frame (men's and women's)	100
Models 722-723, Chainless, cushion frame (men's and women's)	80
Models 724-725, Chainless, (men's and women's)	75
Models 726-727, Chain, cushion frame (men's and women's)	60
Models 730-731, Chain, (men's and women's)	50
Models 728-729, Chain, cushion frame (men's and women's)	50
Models 732-733, Chain, (men's and women's)	40

Racycle

Miami Cycle & Mfg. Co., Middletown, Ohio.

Model 120, Pacemaker, coaster brake	65
Model 120A, Pacemaker, coaster brake, cushion frame	75
Model 121, Racer	60
Model 122, Roadster	50
Model 122A, Roadster, cushion frame	60
Model 123, Ladies Racycle	40
Model 123A, Ladies Racycle, cushion frame	50
Model 124, Roadster	40
Model 124A, Roadster, cushion frame	50
Model 125, Rigid roadster	37½
Models 40-45, Juvenile (boys' and girls')	25

Monarch

Pope Mfg. Co., Hartford, Conn.

Models 785-786, Chain (men's and women's)	40
Models 787-788, Chain (men's and women's)	25
Models 640, 641, 644, 645, 646, 647, Juvenile (boys' and girls')	\$20 to 25
Models 785C-786C, Chain, cushion frame (men's and women's)	50
World, Chain	40
Admiral, Chain	30

Yale

Consolidated Mfg. Co., Toledo, Ohio.

Model 447-457, Racer and pace follower	50
Model 427, Light roadster	40
Models 407-417, Roadster (men's and women's)	30
Juvenile (girls' and boys')	\$20 and 25

Gendron

Gendron Wheel Co., Toledo, Ohio.

Models 70-71, Chain (men's and women's)	40
Models A and B, Reliance (men's and women's)	35

Hudson

Hudson Mfg. Co., Hudson, Mich.

Model A, Chain (men's and women's)	50
Model B, Chain (men's and women's)	40
Model C, Chain (men's and women's)	30

Ideal

Pope Mfg. Co., Hartford, Conn.

Models 774-775, Chain (men's and women's)	25
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Hartford

Pope Mfg. Co., Hartford, Conn.

Models 714-715, Chain (men's and women's)	25
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Westfield

Pope Mfg. Co., Hartford, Conn.

Models 734-735, Chain (men's and women's)	25
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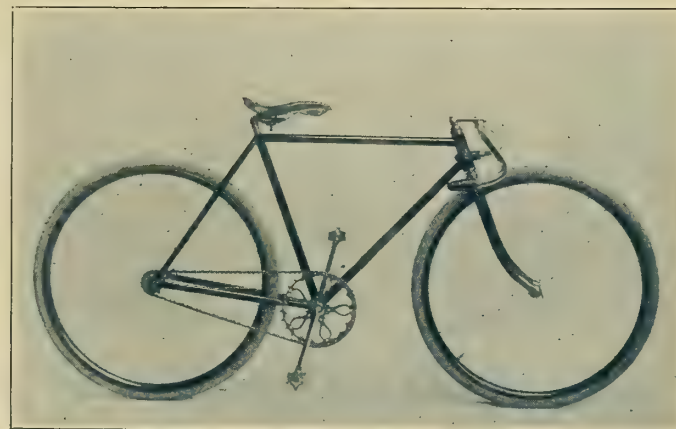
YALE CUSHION FRAME, \$50.



EMBLEM TRUSS FRAME, \$40.



YALE LIGHT ROADSTER, \$40.



EMBLEM ROADSTER, \$30.

did not come within speaking distance of the 20,000 mark. That's another item which should be forced into the heads of you chaps who think cycling is "dead" simply because you don't have to dodge them at every street corner. But this is talking away from the Yale itself, which might well be termed the "drop forged bicycle." They have a big forging plant in connection with the Yale factory and they use it to good advantage in producing their bicycles. That three-plate fork crown on the Yale is a forging, so are head parts, and the seat post cluster—even the rear fork tips are forged; the hubs are turned from bar steel and don't let it escape you that the Yale is distinguished by the use of large balls, $\frac{1}{4}$ -inch in the front, 5-16 in the rear hub. The Yale crank hanger also has its own distinctiveness. The left crank and axle are formed in one piece, the axle being milled to fit into the right crank, and a cap screw on the right hand side holding it securely and completing that neat and effective result which you see. Since the time that you were "up" on Yales, they've added a line of Yale juveniles to their output—a line of dainty little bicycles with flush joints that will take a lot of beating.

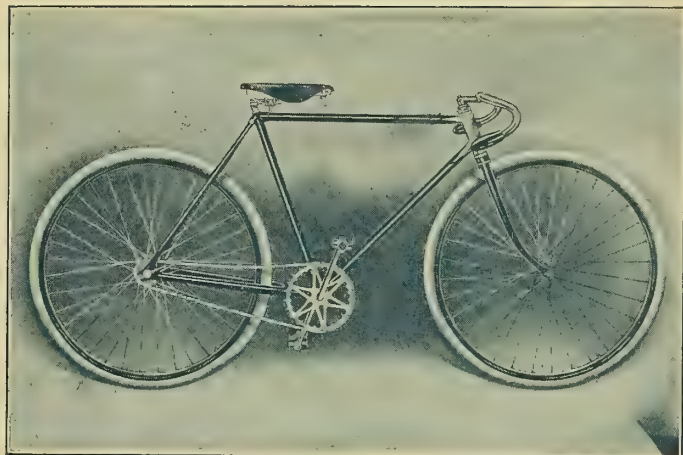
Yes, that bunch over there is the same Reading Standard line that you used to

know, only it's a whole lot better known nowadays and cuts a much bigger figure in the trade. That one with the truss frame and the big sprockets, front and rear, is the very newest model. You'll notice, too, that it is trussed in a wholly different style from other bicycles of that type: the extra brace is placed behind the head instead of lengthwise of the frame, making practically a double head. It is only within the last year or so that truss frames began to make themselves and only a comparatively few makers are producing them; but what you should digest well is the fact that no two of the frames are trussed exactly alike, which means that there's no sameness in even this type of machine.

The frame of that woman's Reading Standard also is something of an innovation. As you see, the frame is composed of two parallel and well braced curved tubes, but this year the upper tube and the seat mast are formed of one continuous piece of tubing. It may not appear a very striking innovation, but, say! there was a time a few years ago when a change or achievement of that sort would have awakened the echoes and caused people to run to inspect it. This particular improvement should serve to impress you with another truth: that the manufacturers are still giv-

ing heed to women's bicycles and that women are buying and riding them. It's easy to see that you shared that women-no-longer-ride idea. When you go away from here, tell your friends of this evidence of improvement you have seen and you needn't be particularly confidential in telling them that any woman who desires to spend \$30 for health and pleasure can't invest the money to better purpose than for one of these Reading Standards. While you are here, you may take a look at the Reading Standard crank hanger, too; it is one of the most effective of the two-piece devices. This seat post pinch binder is another exclusive feature—small in itself, perhaps, but in the nature of additional proof that all bicycles are not alike, of which idea this visit should forever disabuse you.

Emblem bicycle! That's a new one to you, did you say? Well, it is only about a five-year-old. But can you recall W. G. Schack of Buffalo? Yes, the very same Schack who was riding and trying to sell bicycles away back in 1879 or '80—the Emblem is his bicycle. Until about five years ago he was helping others sell bicycles; then he went to Angola, N. Y., set up a smart little plant of his own and started building bicycles on his own account. Everybody



WORLD, \$40.



ADMIRAL, \$30.

thought that Schack had gone daft. They would have thought it of any other man who ventured into the business at a time when the sun was not shining on it so as to illuminate it very brightly. They all pitied Schack and speculated on the length of time it would be before the sheriff stepped in. Well, sir, Schack fooled 'em all. He refused to fail. He went on increasing his output each season and last year he proved that cycling was very much alive, and that his faith is unwavering by actually building a new concrete factory—the first one that has been put up since the days of the boom. Schack has violated other precedents, too. He has conducted his business as a co-operative corporation; the workmen who actually make the Emblem bicycles share in the profits, which Schack inclines to believe causes them to put their heart into their labor and gives foundation to his claim that Emblems are built with more than average care. There is a full line of them, that truss frame model being the latest addition to the "family." There is not a slouchy one in the lot, but if there is one of which Schack is prouder than the others, it's the truss frame. He is making an exclusive feature of double or reversible cones and with a one-piece hanger and dust proof hubs, and with these features applied to a truss frame, he considers he has a bicycle that is almost as enduring as the "one horse shay." There is nothing missing from the Emblem line; there is even a pace-followers' racer with straight forks and 26-inch wheel, a pair of juvenile models and a motor bicycle.

Talking about Schack recalls another man of the cyclé trade who has fooled the prophets—Ignaz Schwinn. Don't know him? Then do you remember the World bicycle and the World racing team that cut such figures in the whirlwind days in the middle 90's? Yes? Well, Schwinn was the man behind the World bicycle and the World racing team. He kept his nose to the grindstone pretty closely and he is better known to-day than he was in those days. He's the little bundle of nervous

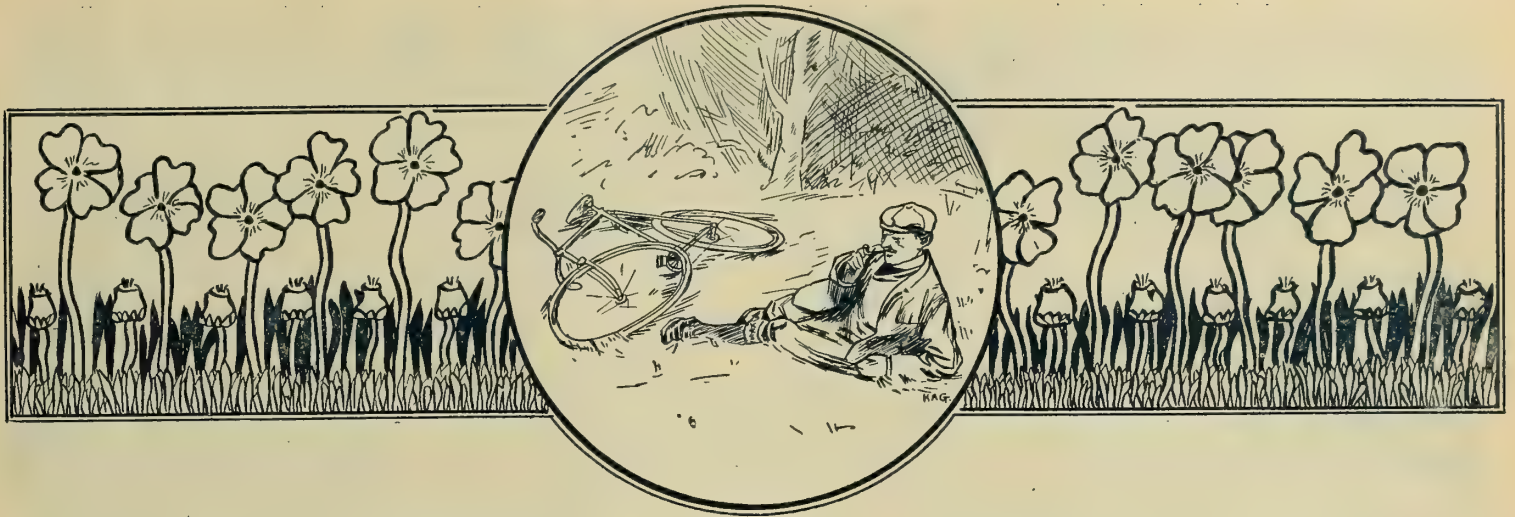
energy that kept the firm of Arnold, Schwinn & Co. alive while the prophets were figuring that the firm was down and out, not once, but several times. They still have a big plant in Chicago, with a tremendous output which Schwinn says will reach a total of 60,000 bicycles during the current year. He makes and has made tens of thousands of special brand models, but he has kept the World alive while doing so. He still markets it under the old nameplate, and there is no denying that it is an attractive appearing mount. If Schwinn's fighting blood reaches fever heat again, it would not cause much surprise did the World quickly regain its old stride. That rather striking model you see in the Arnold-Schwinn collection is their other nameplate machine, the Admiral. It is about the only bicycle now made with head, frame and forks finished with striping. It's remarkable how that striping singles it out from the others, isn't it?

You've seen enough, have you? Well, the Hudson line is the only one that remains to be seen and it is well worth examining. A smart looking lot? Indeed they are, and there's no little smartness in their make-up, too. The crank hanger is a good example of it—it's the famous D & J hanger, which rightly used to share the glory with the Fauber—you surely remember the Fauber, but, of course, as you've been out of the game so long, you do not know that it rarely is heard of nowadays—it has become little more than a memory. Well, the D. & J. was cutting heavily into its clientele and was being used by a number of well known makers who recognized the merit of the D. & J., when the latter was acquired by the Hudson Mfg. Co. They let the other bicycle manufacturers use it for a while, or until last year, to be more exact. Then they asserted their right and made it a feature of Hudson bicycles exclusively. It is claimed to be the lightest hanger ever made, and is as rigid as a rock. It is of the two-piece type, but the cups are pressed into a steel sleeve, instead of being screwed or pressed into the frame itself; this permits the cups

to be ground in perfect alignment with the other after they are seated and once aligned the bearings are permanently adjusted; they can never alter their alignment. The hubs and the fork crowns are other features of exclusive design, the hubs, by the way, being turned from the solid stock and the cups being ground after being placed in position. It's work like that that indicates the care that is now being used in the construction of bicycles.

That will be all for to-day. What you have seen has proved a revelation, has it? Well, if it cures you of that bicycles-are-all-alike-nowadays notion, it will have been time well spent. You may put it in your pipe and smoke it, that there is as much individuality in the bicycles of 1907 as there was in those of the boom days. There are fewer of them, but they are better bicycles, and because they are so perfect that radical changes are no longer possible or because it is no longer the fashion for cyclists to work themselves into a frenzy when the shape or position of a nut, or bolt, or screw is altered, or the size of the tubing increased or reduced an eighth of an inch, don't think that there is no interest in bicycles or that their manufacturers are snoring. They have been very wide awake as you have discovered, and with the cushion frames, spring forks, spring saddles, coaster brakes, upturned bars and other comforts that cyclists have welcomed and learned to appreciate since you were a rider, you can put it down as beyond argument that there's more genuine pleasure and satisfaction in riding a bicycle of the present day than was ever afforded by those of the so-called "good old days" when men and women rode any old thing in any old way.

Wouldn't this issue of the Bicycling World and Motorcycle Review be a good one to place in the hands of that friend of yours who ought to be riding a bicycle, or who is likely to become interested in motorcycles? If so, remit ten cents in stamps and a copy will be sent postpaid to him—or her—at once.



The Good That a Club of the Right Sort Can Do

By GEORGE LANG, JR., Reorganizer of the St. Louis Cycling Club.

Touring and rational road riding provide the maximum of benefit and enjoyment that the bicycle affords—the kind of cycling that appeals to the majority, and it is the lack of organizations promoting this part of the pastime that is most keenly felt to-day. Those clubs that devote their energy to racing, scorching, mileage piling and century grinding can hardly create a favorable impression on the minds of the non-riding public. Let not the deception be practiced that riding a hundred miles is a feat worthy of especial notice, or that it requires a rider of exceptional ability to make such a run.

While the bicycle is no longer such a novelty as to be the object of attack, it is nevertheless a novelty to the younger men of to-day in the same sense that it appealed to men a quarter of a century ago. The sight of a bicycle on the city streets is commonplace enough, but it is cycling as a recreation and pastime that the thoughts of the young men of to-day must be directed to. Again, cycling is not mastered as soon as one has learned to navigate; as witness, observe the unnecessary labor expended by the average city rider in surmounting a slight grade or overcoming any other difficulty; his position is awkward and his progress slow compared with the graceful, rapid flight of the experienced road rider under the same conditions. It is by attending club runs that the new rider learns how to properly sit and handle his machine.

The new rider knows little of the mechanism of the bicycle, he fears to ride far from the city owing to the possibility of a puncture, or he does not know how to reach the best touring roads, where they lead to, or where he can secure accommodations. When he rides with a club he feels at ease and is free from such concern. Old timers and experienced riders in most cases appear to entirely lose sight of the fact that new riders must acquire

cycling knowledge exactly in the same way that they themselves acquired it years ago.

The benefits to be derived from organization even by the most experienced and consistent road riders are many. The companionship provided when on the road, the fine fraternal spirit that is developed, the better accommodations obtained, the enthusiasm and ideas that are developed, all contribute to make the expense and time spent in maintaining a club well worth while. Although it is no longer necessary for cyclists to fight for their rights, there nevertheless are times when cyclists are encroached upon, or when it is desirable to ask for concessions of some sort, and it is then that the value of organization is appreciated.

As an example of the effect that a well organized pleasure riding club has, mention need only be made of the conditions prior to and succeeding the reorganization of the St. Louis Cycling Club a year ago. Few other localities were smitten a severer blow than St. Louis when the boom spent itself. In the last few years there were perhaps a dozen riders of the "old school" who consistently took Sunday runs either alone or in pairs, occasionally there were as many as eight wheelmen at a country

rendezvous, and if, perchance, there happened to be more than this number, it was an occurrence worthy of special comment. These faithful few enjoyed cycling as much if not more than they ever did, and they wondered why in a city of more than 500,000, with a surrounding country rich in natural beauty, there should be so few who knew of the joys of road riding.

But there really was little cause for wonder. These few spoke of things cycling only among themselves; as there was no club or riding organization of any sort, of course mention of cycling in the public prints was exceedingly rare and the new rider who desired companionship was hard put to obtain it. Gradually, however, evidence of the spirit of the newer generation of riders, so long looked for and hoped for, began to appear; they spoke of their trips to their non-cycling friends; they had the necessary enthusiasm, and began to talk of forming a club; the remnants of the old timers also began to tire of riding alone, and finally a call for the organization of the club was issued. It was hoped that a club could be organized with fifteen members, but such a stir did this call create that the club had 23 charter members on its list, which number more than doubled itself before the season was half over. It was an active membership, too. The average attendance on the Sunday runs throughout the season was at least twenty, and in several instances about fifty wheelmen found their way to the country hostelry where dinner had been ordered.

Since the reorganization of the St. Louis Cycling Club the pleasures of the St. Louis road rider have been increased many times. The comradeship and fraternal spirit is so strong that if you ask any member where may be found the best class of men he will immediately tell you "The crowd that rides out on the road."

The accommodations now to be had on the road are vastly superior to those to



CONSULTING THE ROAD BOOK.



THE OLDEST CLUB OF THEM ALL, THE BOSTON BICYCLE CLUB, A PLEASURE CLUB SINCE 1878.

be had in the days before the club, simply because good dinners are always ordered in advance and country inn keepers know how many to provide for and are not taken unawares. The club has adopted the policy of always paying for all dinners that were ordered, even if for any reason the club does not turn out in sufficient numbers to repay a hotel keeper for his trouble. This has proven such a good business proposition that the St. Louis Cycling Club always gets first service at any point in the surrounding country.

One man, who has given up the hotel business still caters to the club and the wheelmen they bring out; automobilists, equestrians, and all other travelers get no accommodations whatever.

Of the most noticeable changes wrought among the new recruits of the club was their quickened desire for high grade bicycles. On the club's first run half of the machines ridden were cheap crocks, but inside of two months these all gave way to machines of the highest order.

One young recruit, particularly conspicuous for the oddity of his makeup, and the many adjustments that were necessary before he could ride at all, observed the charm of the high grade on his first run with the club and immediately bought a Pierce cushion frame bicycle. Before the end of the season he had toured the whole country within a radius of a hundred miles, besides winning the club's road race.

This surely is evidence that a club will develop riders and enthusiasm. The greatest benefit the trade has derived from the club, no doubt, is in the publicity that it has given cycling. It had become the fashion for the St. Louis papers to only make disparaging remarks of the bicycle, but as soon as the club came into being, the atti-

tude changed completely. They now come after cycling matter and on several occasions a half page of the Sunday edition of one of the papers contained illustrated articles on pleasure cycling. Every week the club's runs are inserted in all the papers and often they receive a bold headline.

The organization and operation of the St. Louis Cycling Club differs in several ways from any club ever conducted in that city before. When the committee of three was selected to draw up its constitution and by-laws the old timers were represented by a rider of 22 years' experience, the middle-aged by one of 13 years' standing, and the new comers by a man of two years. When this committee drew up a form of control, they discussed the old forms of the clubs, eliminated their short comings and adapted it especially to suit the needs of the present day; the aim was to form an organization that would do the most good for wheelmen at the least expense.

The club house idea was abandoned at the first meeting, because of the necessary expense attached to maintaining a fine set of club rooms. A riding organization, not a social one, was what was wanted and all the benefits that a club house could offer could be obtained for less money and of better form in purely social organizations. Maintaining a club house usually entails a great deal of time and care on the part of the officers of the club, and the most capable men for holding the offices of the club generally have the least time at their disposal. Past experience has shown that it was the fine club houses that eventually proved the clubs' ruin. The club holds its meeting once a month, and during the winter months social gatherings are provided for in the form of dinners at a high class hotel. Another feature of the club is that the members do not partici-

pate in the runs in the paradelike fashion that was the custom years ago. The captain sends out postal card notices each week of the run to every member. The run is generally called in three divisions: one Saturday afternoon, one Saturday night, for the "owls," and the regular Sunday run. These divisions are announced to leave from some conveniently located point, generally a public park, and are for those riders that are seeking company or for the new rider unfamiliar with the roads. By far the greater percentage of the club's members ride in pairs or in groups, but all meet at the designated dinner point.

It may be said of the St. Louis Cycling Club that it offers its members and the sport as many benefits as any local organization in the country. The dues are but \$3 per year and very little work is required of its officers to carry on the work of the club.

It is to be hoped that the club spirit will soon revive in all directions and that real cycle touring will be more generally indulged in; and that tourists of the St. Louis order may be more generally developed.

However desirable good roads may be, they are by no means a necessity. The most enjoyment the St. Louis rider derives is generally on a run where the roads are poor. That good roads are not especially hunted out by the St. Louisian is proven by the fact that tires last only 2,000 miles on the average, despite the fact that tandem tires of the best manufacture are the regular equipment.

There is but one way to keep fully informed regarding cycling and motorcycling: subscribe for the *Bicycling World* and *Motorcycle Review*. 52 weeks for \$2—less than 4 cents a week.

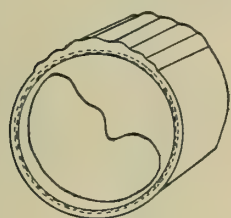
What's What in the Tires of Today

Blue clay, cheese cloth, glue and a promise do not make good bicycle tires. Ingenious circular combinations of these ingredients are sometimes offered as good tires, but that does not alter facts. Neither do good rubber, good fabric and good materials throughout make a good tire unless put together with knowledge, and that knowledge which is so necessary is a peculiar and guarded treasure only to be gained

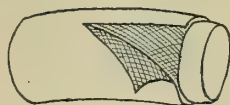
In choosing feet for one's mount it is therefore by far the best policy—in fact the only policy for comfort and pleasure—to remember that it is the footwear that has to bear all the weight and shocks, and that the resiliency and durability so necessary for the service are only to be found in reputable tires.

As in every other industry the passage of time has meant progress in tire making

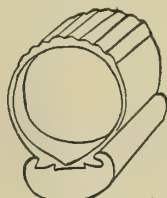
the spiral turns of the wire presented to the ground will exert a gripping action which will prevent any slipping or sliding. As the tire tread wears down the outside turns of the wire wear through, too, so that representing each convolution of the wire there will be two sharp ends projecting from the tread and ready to take hold and dig in as the turning of the wheel brings them in contact with the ground. The main



Morgan & Wright
Double Tube.



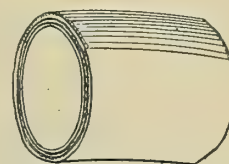
Diamond Kim.



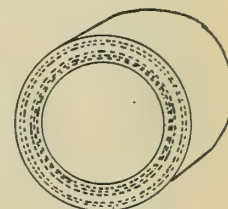
G & J Detachable.



Diamond Hunter.



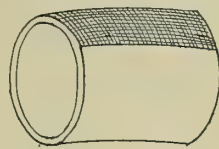
Kokomo New Oxford.



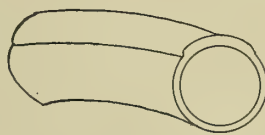
Morgan & Wright
Cushion Pneumatic.



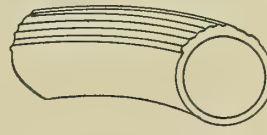
Hartford 80.



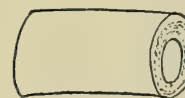
Kokomo Defender.



Fisk 88 H.



Fisk 66 E. H.



Goodyear
Cushion Pneumatic.



Hartford 80 E. H.

by burrowing through hills of experience and tunneling shafts of investigation.

Awkward creations, subject to tearing, rupture and easy puncture, the early pneumatics still added so much pleasure to cycling that the type has ever since been used, but the modern tires are perfect wonders of construction, toughness, durability, air holding, speed and general satisfaction compared with their forefathers. That is, the good, reputable tires are. The orphan tires, whose fathers refuse to acknowledge them or give them the family name, are in a class by themselves, which in turn is sub-divided into many other classes.

Real rubber, of the kind that tires ought to have, was never more expensive than it is just now. Similarly, that long-strand stuff known as Sea Island cotton, which most good tires have in the fabric, is scarce compared with the demand for it. Consequently good tires are bound to cost money, sometimes many times as much as the hard, mud-and-paper circlets that are offered, but they are worth it.

That pretty symbolism which has grown up around the bicycle wheel, showing wings of speed sprouting from either side, is of singularly truthful significance, for the pneumatic tire has given the bicycle the feet and speed of Mercury himself, who wore dainty winglets on his ankles to give bouyancy and celerity to his travel.

and the tires themselves. Many of the ingenious machines invented for making tires have long been discarded, because, while they enabled the manufacturer to turn out larger quantities than was otherwise possible, the products themselves did not meet the high standards that now obtain. Hand work by experienced men has been found in some features of tire making to excel the work of any machine that has been devised. On the other hand, large machinery installations in some of the big plants are able to do other processes in tire manufacture much better than armies of workmen. In the general design of the tires, too, there have been detail changes that have added considerably to the desirable qualities. Nor has inventive talent neglected the bicycle tire.

Perhaps one of the most prominent of the entirely new features offered in tire construction this year is the Midgley wire grip, incorporated in the G & J when customers wish it. The device is another of those "why-didn't-I-think-of-it" things which appear simple but the simplicity of which is the testimonial to the ability of the man who conceived and perfected it. Built right in the flat tread are rows of spiral piano wire running completely around the big diameter of the tire. It will be seen that when the tire is first used,

part of the wire is so firmly imbedded in the rubber that it is impossible for the myriad of little U-shaped pieces, as they are this stage, to work out or to do anything but each present the two projecting ends on the surface of the tread.

This improvement is of particular value to those who have taken up motor propelled bicycles, which, owing to their speed and weight need all possible road grip and freedom from skidding dangers. The G & J tire made especially for motorcycles has this wire grip as an optional feature and has also undergone another improvement, in that the clincher construction has been changed to get the benefit of the double clincher design which is a feature of the G & J detachable tire for bicycles. The latter tire offers to the bicyclist a double tube detachable tire which when deflated is easily removed from the rim but which, when inflated a man with the pull of a city political boss could not move from its position on the rim.

"Open curing" is a G & J process calculated to enhance the quality of their tires. It means that the latter are cured by the direct heat of live steam which is allowed to come in contact with them, instead of being subjected to dry heat in molds. The claims made for the "open" process are that it makes a tire exceedingly tough and also very pliable.

The big Indianapolis plant of the G & J Tire Co. turns out a very extensive line for bicycles, including a road tire, an almost puncture proof heavy-tread tire, a racing tire, a tandem tire and special tires for motorcycles and motor tandems. The range of sizes is also unusually large, being from 20 to 30 inches large diameter and from $1\frac{1}{8}$ to $2\frac{1}{2}$ in the small diameter.

When for ten solid years one brand of single tube bicycle tires has been made without change of name or compound, the inference is that the name has not been discredited and that the compound is a mighty good one. This inference applies with absolute fact in the case of the Kokomo tires, manufactured by the Kokomo Rubber Co., of Kokomo, Ind. In this little Hoosier town is located a tire factory with about 200,000 square feet of floor space devoted almost exclusively to bicycle tires, and in but two grades. While selling its products at medium prices, the company is set against the cheap, low priced tires, which are regarded as a menace to the whole bicycle business because of the dissatisfaction and trouble they cause. The Defender Special, a Kokomo leader, is made for the rider's service and not to tempt his pocketbook on a price appeal. It is made in road, tandem, sulky and cactus weight. For a medium priced tire, not too cheap to be good, the New Oxford is offered, strong claims being made for its easy riding qualities as compared with other medium priced tires and for the ease and satisfaction with which a puncture may be repaired should occasion necessitate.

Recognizing the great differences in results that come of differences in the weave of the fabric used, The Fisk Rubber Co., Chicopee Falls, Mass., meets extremes of service by using two forms of construction. In what is designated as the "thread type" the fabric weave is such that when the tire is inflated each thread draws from end to end, like a bow string, and is not restrained by being overpassed by each alternate cross thread as in the ordinary construction. This results in a very great degree of resiliency and pliability. In the Fisk tires designed primarily for great utility, resistive qualities, and service, the "close-woven" construction is employed. The weave of the fabric with this construction makes the tire little liable to puncture, but makes no serious sacrifice of resiliency. Nine styles of bicycle tires are presented for bicycle use, including export, road, extra heavy, heavy road, medium price, and juvenile types. The Fisk motorcycle tire has special, heavy, close woven fabric of three plies and a tread of superior quality. The manufacturers emphasize that each particular type of Fisk tires has been decided upon only through tests and many experiments, and that the reputation that Fisk tires have made for themselves in past years is a guarantee

that the standard of quality for 1907 is the very highest.

Not only in the United States but in the most distant countries Hartford tires enjoy a fame and use which is a just basis of pride on the part of the Hartford Rubber Works Co., of Hartford, Conn. When the pneumatic bicycle tire first made its appearance this company, already long experienced in rubber goods manufacture, took it up at once and by reason of familiarity with rubber problems was able to present so satisfactory a product as to spread Hartford fame to the most remote corners of the globe. The mere wealth of experience which the company has had in making tires for all conditions of service is an enormous asset. This year ten leading styles of Hartford single tube tires are offered for the selection of the bicyclist, together with the Dunlop clincher double tube tires. From such an assortment even the most "fussy" cyclist should be able to pick something meeting his ideas and the necessities of his use. The No. 80-H smooth tread tire with an extra thickness of rubber on the tread is at about the top of the Hartford list, backed by corrugated tread road tires, light racing tires, thorn resisting tires, medium priced tires and juveniles. For motorcyclists special tires are made in both the Hartford single tube and the Dunlop clincher types.

In impressive contrast to the screaming laudation used in marketing some of the brands, good, bad and indifferent, which flourished during the time of the bicycle's most inflated boom period, Morgan & Wright adopted an advertising phrase which by its very calmness and modesty of statement carried a conviction of worth and quality more forceful than all the shrieks of superlative frenzy could possibly convey. This phrase was, and is: "Morgan & Wright tires are good tires." The slogan was not evolved by cold blooded, pencil-in-hand, constructive effort, but came ready-coined from the lips of dealers all over the country. "So generally and spontaneously was the phrase used everywhere in discussions relating to the comparative merits of tires, that it was ultimately adopted as the company's "official statement" concerning its product. Ever since, it has served as a creed to be kept to in the highest and best interpretation. Both single and double tires are found in the Morgan & Wright line, in a variety of sizes and with either smooth or corrugated treads. In addition to the standard weights, the Cataplaro heavy tread double and single tube tires are being featured. These are made in answer to the demand for a tire of somewhat heavier construction than the ordinary, to meet the requirements of doctors, mail carriers, messenger boys, farmers and others who must have a tire which can be depended upon to give a minimum of trou-

ble from punctures, ruptures or other causes, even under the hardest service. From the west and southwest there also comes a call for a tire that is not easily punctured by cactus or thorns, and from very heavy and hard riders, for a tire that will not blow out or rim cut. An additional special fabric is contained in these tires which is said to add fully 50 per cent. to the strength without detracting perceptibly from the easy riding qualities. An even more substantial tire is available to the cyclist in the pneumatic cushion tire, which has a maximum of puncture proof qualities. An especially complete line of tire accessories is also put out by Morgan & Wright. The immense factory at Detroit makes the company's facilities for tire production as perfect as there are anywhere in the world.

Almost as numerous as those in a Maiden Lane jeweler's window are the "Diamonds" submitted for the bicyclist's choice in the Diamond Rubber Co.'s line. The Diamond assortment of bicycle tires always has been large, but it received two prominent additions not long ago, in preparation for the demands of 1907. These are the "Kim," a very high grade, woven fabric tire, with "velvety feel," and the "cushion-pneumatic," for which the claim is made that it is "practically indestructible." Single and double tube tires, including Diamond 1920, Puncture Proof, Original, Reliance, and Niagara, go to make as extensive a list as the rider might wish to pick from. The Diamond factory in Akron, Ohio, is one of the biggest in existence, and stands as a great big physical evidence of the company's ability to supply what the cyclist demands.

When the Goodyear Tire & Rubber Co., of Akron, brought out the Goodyear detachable motorcycle tire and rim, it marked a radical departure. It was the first serious introduction of the mechanically fastened tire to motor bicycle use. The rim has on one side a removable flange held in place by a split ring. This flange can be easily applied or removed and the whole tire put on or taken off in twenty seconds. Both the permanent and the removable flanges are flared in a way to prevent rim cutting. The construction places the inner tube well up above the base of the rim, but with no danger of the tire leaving the rim. A square corrugation in the center not only provides room below the tire for the spoke heads, but strengthens the rim so that it cannot be buckled.

The Goodyear line of bicycle tires represents about twenty brands, covering a wide range of prices and service, and each brand in several sizes. Among the special leaders are the Cushion Pneumatic, the Giant, heavy roadster, the Pathfinder for fast city riding, the Cactus Puncture Proof for the southwestern trade, the Monarch, medium price, and the new Peerless low

cost guaranteed tire. Endless and butt-end inner tubes of high quality complete the tire line, in addition to which the Good-year people also market a line of rubber specialties for bicycle use, such as rubber frame guards, Universal snap-on pedal rubbers, and the like.

Not content with a mere acceptance of tire forms as he found them, A. G. Armstrong, one of the well known riders of New York City, set about getting up a tire embodying his convictions and theories as to what a bicycle tire should be like. As a result of his experiments and service tests he has succeeded in producing

a unique construction for which great advantages are claimed. The tire he offers is marketed as Armstrong's Improved Palmer, and the distinguishing marks of its construction are an extremely narrow raised tread which presents a small contact to the ground, with a resultant speediness, and a broad thick protection strip on the rim side of the tire. The extra thickness of the rubber on the tread adds strength and puncture proof qualities. Armstrong, whose headquarters are at 675 Hudson street, has had sets of these special tires in constant use by numbers of well known bicyclists and racing men, and the service they have given leads him to

the confident belief that the new construction makes a tire that is not only faster than the standard Palmer, but one that it is impossible to rim-cut, with wearing qualities doubled and the liability to puncture made so remote as to be negligible.

Of the valves, without which the best of tires are useless, there is but one—the Schrader. Usually there is room for argument when an article is heralded as “standard equipment,” but such discussion never arises when the subject of tire valves is mentioned. By virtue of sheer merit, the Schrader long ago crowded all of the others out of the market.



The Making of Tires and Tubes

That quality of mind which is generally first manifested early in life by an expressed desire to “see the wheels go ’round,” makes many riders curious as to how bicycle tires are made and not content with the mere knowledge that the existence of bicycle tires is *prima facie* proof that there are folks in the world who have found a way to make them.

Perhaps no quicker or comprehensive method of getting a general idea of bicycle tire manufacture on a large scale could be chosen than to consider that part of the immense Morgan & Wright plant at Detroit, which is devoted to bicycle tires.

The mixing process from the treating of the crude rubber to its delivery as a doughy compound, while embodying the results of years of experiment and experience, are not particularly interesting to the layman since to outward appearance the work looks like a simple mixing of materials, common to soap making, bread baking and other industries. The start

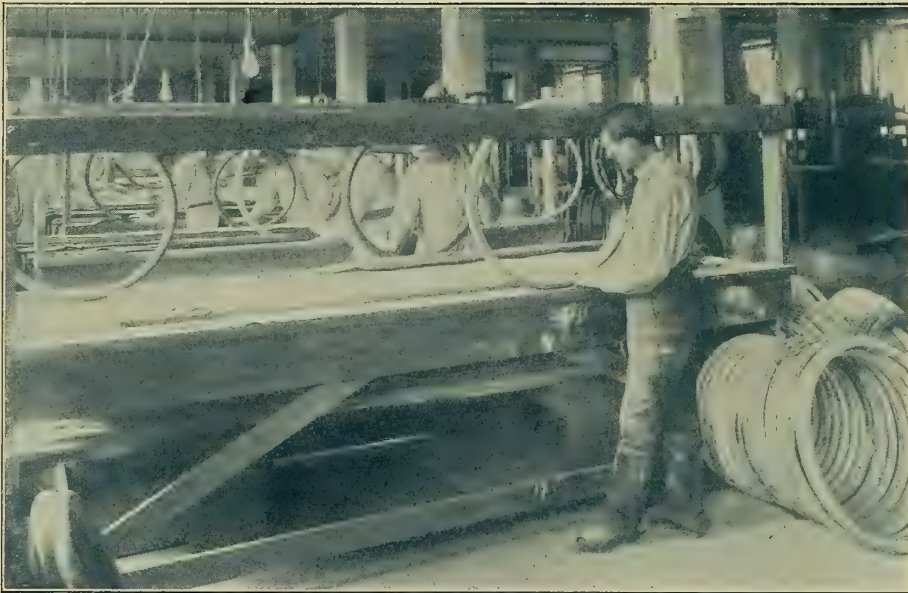
may therefore be best begun at the point where the rubber mixture commences to take shape as tires.

The plastic rubber is run between steam heated rollers or calendars which squeeze and cut it into long strips, suitable for the rubber outside cover stock over the fabric. These strips are extra heavy in the center, to make the tread of the finished tire. The fabric of the tire, of a weave and material found to be best adapted to tire use, is also run between tight fitting rollers which by squeezing and revolving force a sticky vulcanizing cement into and between the threads, thoroughly waterproofing them and preparing the duck so that each thread will be firmly united to the rubber cover stock when the latter is applied and the tire vulcanized. When the fabric has been put through this “frictioning” process, it is cut by hand on the bias into strips the proper width, after which the builder is ready to begin operations.

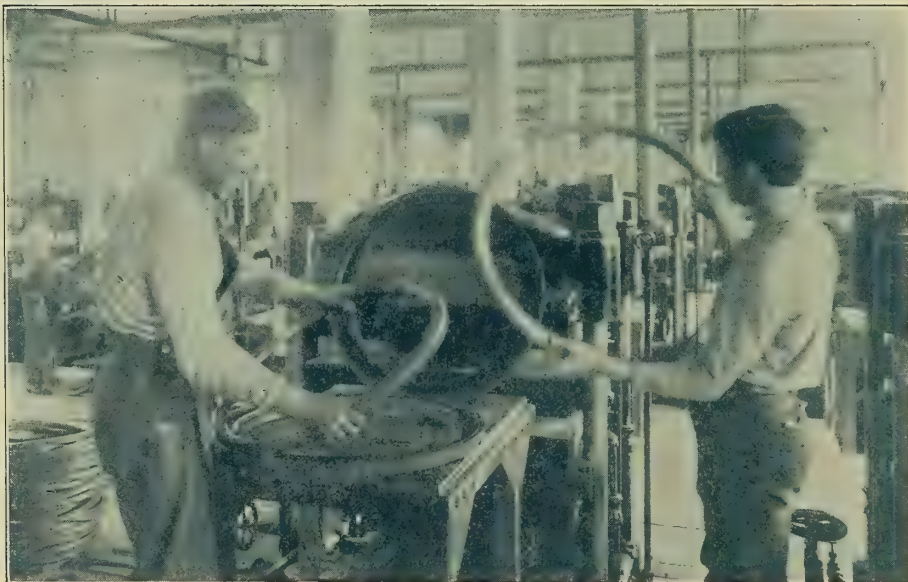
Taking an iron ring, of which a number

may be seen in illustration No. 1, the builder, in commencing a double tube tire, places a strip of fabric on his table, folding it around the ring and lapping it on the inside. The ring is rolled toward the opposite end of the table as the operation proceeds. This operation is repeated until the proper number of layers have been built up; then the strip of rubber which forms the cover is placed on the table and treated in like manner.

From the builder the casing goes into a two-piece mold which is put into a press between two steam heated plates (illustration No. 2). Hydraulic pressure is applied and the heat vulcanizes the casing. After removing the casing from the press it is cut at the point where the lacing is to go and is stripped from the steel building ring, while hot. It then passes on to the assembling and inspecting room (illustration No. 3), where it is stripped and carefully inspected, and the lace holes cut by a special machine. The casing is then ready for



1. FORMING CASINGS AROUND STEEL RINGS.



2. MOLDS IN WHICH TIRES ARE VULCANIZED.



3. ASSEMBLING AND INSPECTING.

the market. If, however, it is to go out as a complete tire a number one tube is inserted and the tire is laced up.

One of the chief advantages of this method of building is that it produces a genuine casing with a fabric lining, and this, as all dealers know, makes the insertion or removal of tires an easy matter. The steel ring gives a mechanical pressure in the mold which insures the proper amalgamation of the rubber and fabric.

For single tube tires the rubber and fabric are prepared the same as for a double tube casing, except that an extra strip of high grade stock is necessary for the inner lining or tube. The tube is built upon a drum (illustration No. 4).

The builder first lays the strip of rubber which forms the inner tube on his table and on this lays the strip of fabric which forms the inner layer of fabric in the tube. After rolling with a small steel roller to thoroughly unite the rubber and fabric the strips are placed around the drum with the rubber strip on the outside. The ends of the fabric are then carefully lapped and rolled down. The same process is followed with the rubber which will form the tube; a hole is punched and the valve stem is inserted with the base next to the rubber tube, to which it is firmly united.

The workman then takes a flexible mandrel about two feet long—which looks like a barber's razor stop—places it in the center of the rubber strip which will form the tube, lifts the edges of the strip of rubber and fabric and folds them over the mandrel, rolling them down carefully where they lap. This operation is followed until there remains only about six inches still to close. The mandrel is then pulled out (as in illustration No. 4), and the remaining six inches closed carefully by hand.

There is now an endless rubber tube with one layer of fabric around it. The builder next takes the strip of rubber which is to form the cover stock and lays it on his tube, placing his second layer of fabric on it and rolling it down as before with his little steel roller. He fills his tube with sufficient air to fill it out round, putting a plug in the valve stem to hold the air in. Then taking up his strip of cover stock and fabric he places one edge carefully on the tire at a point which will be the rim side when tire is completed. The drum is slowly revolved until the edge of the strip is adhering to the tire around its entire circumference. Then after carefully lapping the ends of the fabric and rubber cover he places both hands on his tire and rolls it completely over on the drum. This operation rolls the second layer of fabric around the first, and the cover stock, having already been firmly united to the fabric, rolls itself into place on the outside. After rolling several times to unite firmly the various layers, the workman places his number on the tire so that any defects can be traced to the responsible party. The air is permitted to escape and the tire is

now at the stage where it is ready for vulcanizing.

It is placed, partly inflated, on a steel rim to keep it in shape and a small amount of water is injected through the stem. Boys carry the tires to the presses, where the pressman takes it from the rim, places it in the mold and puts it between the steam heated plates of the press just as with the casing (illustration No. 2). The heat turns the water into steam and creates a pressure on the inside of the tube which blows it out into every cavity of the mold, forming the corrugations and letters in the rubber. After vulcanizing, the tire is removed from the mold, the condensed steam dried out, the valve inserted and clamped in and the tire is ready for the inspecting and testing room (illustration No. 3). Here it is carefully examined, smoothed up and inflated with 60 pounds pressure. It remains in this condition for twenty-four hours and is then tested in water. If found perfectly air-tight it is placed in stock, is given a further time test, and is allowed to "season and bloom."

The advantage of this process is that it enables the maker to furnish a tire having walls of uniform thickness and places the laps at different points, so that the points are broken instead of placing them all at one point as in the old style method of building on a pole and telescoping the ends.

In the making of inner tubes for the double tube tires, the rubber stock is calendered to an even thickness and then cut to proper length on a zinc table (illustration No. 5). A pole is placed at edge of a strip and rolls it up just as a piece of paper would be rolled around a pencil. The tubes are then piled on cars and run into a heater to be cured. After coming from the heater they are removed from the poles, going to men who clip rough ends off, measure to proper length and punch the valve holes; and from them to long racks where the ends are turned back and cemented with vulcanizing cement. After drying several days they go to men who turn the ends back and press the cemented sides together; then to the steam pipes where the ends are firmly vulcanized together by heat (illustration No. 6). Next they go to the inspecting tank where each tube is inflated and tested in water; then to tables where valve stems are set, valves inserted and clamped in; then to tables where girls put on protection strips, trim ends neatly, inspect, deflate, roll and box.

Present tire making methods are the fruits of all that experience and scientific investigation has been able to teach, and the tires of to-day are as superior to those of early days as might properly be expected by the great advances that have been made in their manufacture.

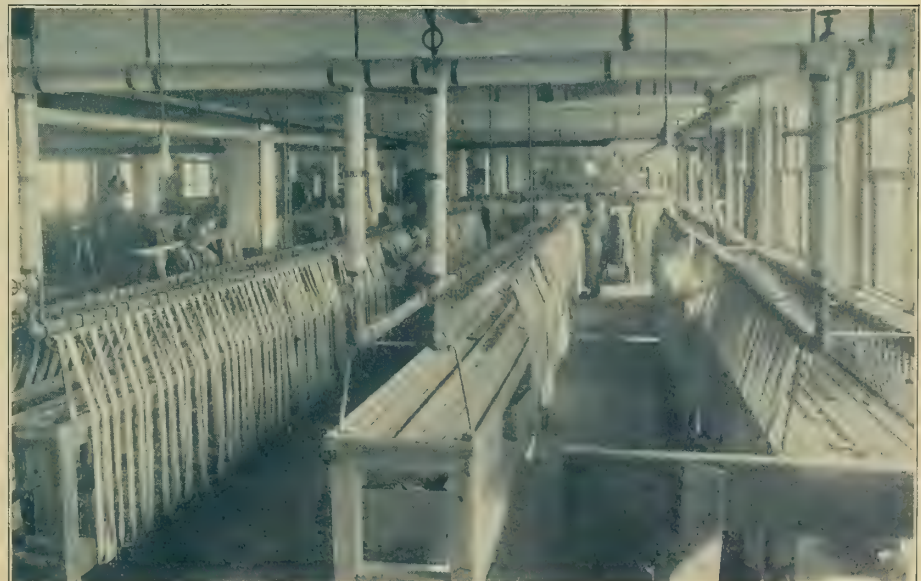
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4. MAKING SINGLE TUBE TIRES



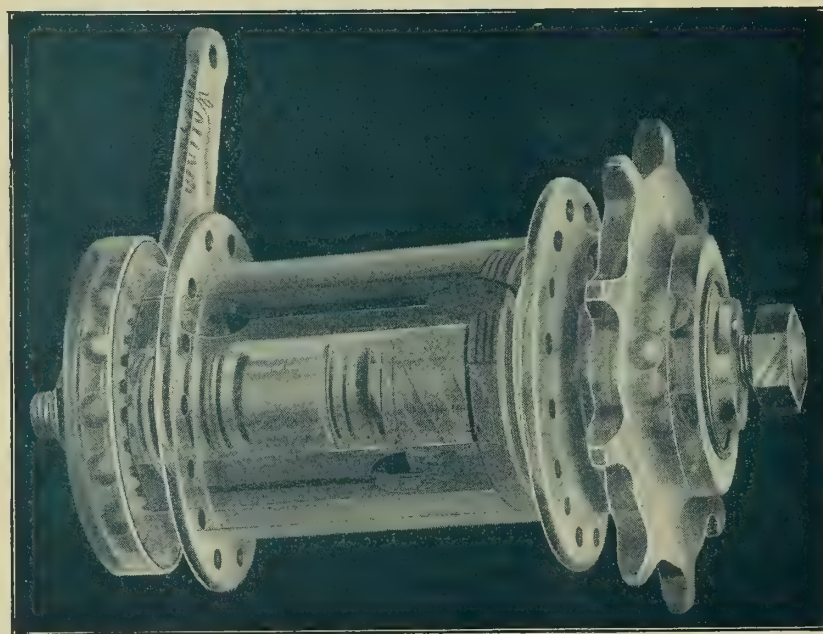
5. PREPARING STOCK FOR INNER TUBES



6. VULCANIZING THE INNER TUBE ENDS

Pays Big Dividends The Morrow

The First Coaster Brake and Still the Foremost



The big dividends of pleasure and satisfaction which it has paid and is paying its users and our determination to keep it in front assures that it will stay there.

Made in models for leg, belt and chain drive,
with front hubs to match

Eclipse Machine Company, Elmira, N. Y.

Coasting and the Safe Means to That End

All the world loves to coast. Humanity adores the sensation of falling, provided only the worry of having to stop need not be considered. Whether it be chubby babyhood making business for the ragman on the proverbial cellar door or youth on its clattering and treacherous roller skates, stamping around and around some smelly rink; whether it be the followers of the toboggan, the ski, the shoot-the-shoots, or the balloon, the love of swift, untamed motion without conscious effort is the heart's own cherished delight.

Cycling might never have come to be a grownup pastime had it not been for someone's discovery that one of its brightest assets was the coasting possibility. Coasting is the full compensation for hill-climbing. Hill-climbing serves effective and beneficent purposes, yet in nowise is it a favorite undertaking with the masses. But coasting takes away all the swelling from the sting and makes life worth living again. It is nature's compensation, but nature's provision is purely topographical. Coasting on all that nature alone provided for the purpose is dull business after you overpass the age of eight, and sometimes painful as well.

But coasting without a coaster brake is like scooting down the inside of a tall chimney, or like running down a steep hill on stilts. The uncertainty of your fate is simply appalling. It may be pleasant for the instant, but the pleasure is short-lived. The natural impulse when you find you are going too fast, or going too far is to stop. But stopping under such circumstances is dangerous business. The natural impulse when anything whatsoever is found to be of questionable profit, is to do the opposite, not something widely different, and that is just what is made possible by the coaster brake. When you are going too fast, or do not want to go any faster, you just quit, and the mechanism gives you the privilege at any time. When you are going too fast and want to stop, you just hold back, follow the inborn impulse of opposite action, and the mechanism allows you to put on the brake. Always your feet are on the pedals where you have the best control of the machine, always you are in complete mastery of the thing, always you may do as you please without question but that the machine beneath you will respond without definite thought or action on your part. All you have to do is to follow the impulse—nothing more.

Modern coaster brakes are pretty much all alike in two respects, that is to say, in outward appearance and in what they do. They all look about the same as a plain

hub only a little larger; they all perform the same service for the rider and afford him the same protection and comfort. Whatever of difference lies between one and another may indicate a difference in usefulness or endurance, but it is little likely. In one point only is there to be found a distinction worthy of general observation, namely that in one or two cases an added blessing is discoverable in the shape of a two-speed arrangement whereby the rider may have a high gear and a low gear all in one, and may exchange the one for the other at will and as whim or high-



ONE "TICKLISH" MEANS OF COASTING

way condition may indicate. Other than that, the only distinction lies in the "works." The "works" are very important, to be sure, and they exhibit quite a little divergence in one way or another. These bits of individuality are chiefly in point of method rather than of theory, however, for the result after you get on the machine is the same in any case. As to just what these intimate peculiarities are, and how they bear upon the questions of cost, endurance and action—all this and maybe a point or two of personal interest besides are to be found upon closer examination of the devices themselves.

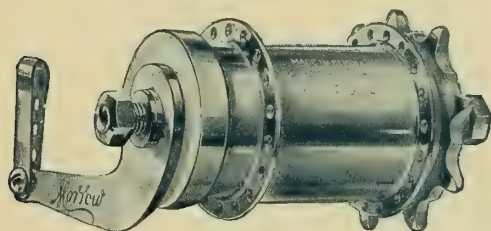
In the original method of constructing the plain solid hub, there was nothing either complex or difficult of attainment, once

the theory of the ball bearing was well understood and its application worked out. When it came to a question of securing at once the action of the brake and permitting the rider to coast at will, simply by a cessation of the pedaling effort, it was a very different matter. The conditions to be taken into account by the designer were briefly these. The driving action must be absolutely positive; the release when the pedals ceased to move must be instantaneous; the brake must be sufficiently powerful to slide the wheel along the ground if need be, must be applied with a smoothly graduated motion directly proportional to the amount of back pressure brought to bear on the pedals; and the release of the brake must be instantaneous and accomplished by the simple relaxation of the back pressure on the pedals. The engagement of the parts must be re-established without any "dead" interval, with certainty and without risk of failure to engage, moreover, and the parts must be simple to construct and assemble, not heavy, and few in number as well as cheap to make.

How this is accomplished in the various models to be found on the market is at once interesting and eye-opening, for it demonstrates first of all, that a large number of exact conditions may actually be fulfilled in a simple and acceptable manner, and second, that despite appearances, there are a large number of ways in which the same result may be accomplished even by an application of the same basic principles, without in the least eliminating the bounds of individuality. Take for example the Morrow, dubbed the "daddy of all the coaster brake family," and really the parent device in its class, which well may be held at once as prototype and type in outlining the individuals of the class. It took courage to introduce such a fine bunch of parts as this in the days when coaster brakes were unknown save to the makers of this single exponent of the principle. More than that, it took brains and money, and plenty of both, to get the thing ready for action, and the "coasting fever" started in the hearts of the riding public. Hence along with the distinction which is the founder's right, the Eclipse Machine Co., whose fountain head is at Elmira, N. Y., deserves no little credit for having carried what once was but a crude idea out into the world and built a place for it.

As to the way in which the fine effect is secured, observe first how the sprocket from which both the driving effort and the control of the coasting and braking functions much emanate, is loosely mounted in

the hub so that the latter may revolve about it freely when required, and how the "driver rings" are expanded against the outer shell or hub proper in order to form the driving connection. This is accomplished by the simple principle of the screw and wedge, only a very slight relative motion of the sprocket being required to draw over the nut on the driving spindle, thus relieving the pressure on the wedges and freeing the shell of the driver. It is thus perfectly free to revolve either forward or backward, the pedals are at a standstill, and the ideal of the coasting action is secured in what appears to be an ideal manner. Returning again to the driving position, it will be seen that the application of the wedge principle to the clutching action ensures an engagement which is directly averse to any possible slipping, since the pressure which applies the clutch is caused by and hence is pro-



MORROW

portional to the power applied at the pedals.

Suppose while the hub is in the disengaged position and the wheel running free of the driving gear, the pedals are moved backward ever so slightly. The immediate effect must obviously be to thrust the screw in the opposite direction. At once the "brake sleeve" comes into effect, a frictional pressure is again brought to bear upon the interior of the hub and a second partial clutching action is secured. This time, however, the part which is brought into engagement with the hub is held from rotation by an external connection and hence the friction produces a retardation to the motion of the machine, which because of the great area of the brake sleeve, and the fact that the effect is like the driving effort, proportional to the power exerted on the pedals, may be as great or as small as the rider may desire. The effort required at the pedals, however, is comparatively slight—which is one of the chief advantages of the coaster brake mechanism in all its forms.

Points about the device which the makers dwell upon especially, are the use of the circular retainer to hold the segments of the driving clutch together, thus obviating a tendency which formerly was manifest occasionally when the pins which were employed to secure the same result used to break, and the method of retaining the axle bushing in place by means of a slot which is engaged by a corresponding part on the axle proper. Another point of excellence which, though in nowise dependent on the mechanical efficiency of the de-

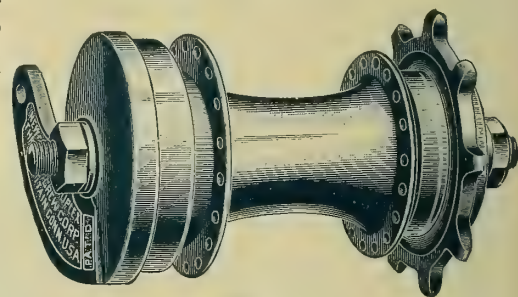
vice itself, yet is of importance almost as great, is the ability of the maker to duplicate either the device in its entirety or any of its components at any time on short notice. In this also, the Eclipse product is well advanced since the elements one and all are made interchangeable and thereby guaranteed practically alike in every particular.

One of the new developments with which the cycle parts maker has had to contend and master during more recent years, has been the motorcycle movement. Coaster brakes are if anything more important on machines of that order than they are on pedal driven machines pure and simple. Several of the makers who are producing coaster brakes have therefore developed new models for the newer use, and it is a striking commentary on the fitness of their original designs that as a rule the motorcycle models are but enlargements of the bicycle types, unchanged so far as principle is concerned, and no less efficient, despite the greater amount of work which is cast upon them. Naturally one of the most important of these is the Morrow, which, as already indicated, is just a bigger brother of the other Morrow, which was and is the pioneer.

Somewhat the same arrangement of parts is found in the Corbin coaster brake. To the rank outsider it might even appear to be the same thing in every way, were it not for the fact that instead of a straight cylindrical surface for the exterior, a double conic formation is employed, which serves to reduce the diameter at the center, thereby securing a very neat appearance which is hardly to be distinguished from that of the plain hub itself, barring only the fact that the brake arm, or anchor is affixed to the frame to keep the hub from pulling the retarding mechanism around with it when the pedals are reversed in their action. Somewhat the same arrangement is to be found internally, and yet close examination reveals the fact that while the basic principle is identical as far as the master screw is concerned, the method of working out its appurtenances is quite different after all.

The Corbin Screw Corporation of New Britain, Conn., is not the sort of corporation to market a device until it has been worked out to perfection. Hence it might well be taken "on trust" without fear of having anything go wrong in its life early or late. Nevertheless it is worth while to look at the inside if one really wishes to be posted on coaster brake construction. In this case the driving effect is obtained through the agency of a simple cone clutch which is thrown into engagement with the interior of the shell when the pedals are rotated in the forward direction, a threaded sleeve riding loosely upon the main spindle and fixed to turn with the sprocket, accomplishing this. The cone is threaded upon the sleeve and when the latter is turned forward, it is drawn to the

right and into contact with the shell. Similarly when the pedals are held stationary while the wheel is in motion, the cone travels to the left and disengages the shell, thus freeing the wheel of the relation. At the instant the cone passes out of engagement with the shell it also picks up a third and non-rotating member which is shaped with a series of ratchet teeth on its right end, corresponding to a set of similar teeth on the left end of the cone. The ratchet ensures positive engagement, whatever may happen to be the position of the cone at the instant of disengagement, and thus the connection which is to be utilized in applying the brake is established at once. Thereafter any backward pressure applied at the pedals, serves to rotate backward the cone through a small fraction of a circle, at the same time turning the third member referred to,



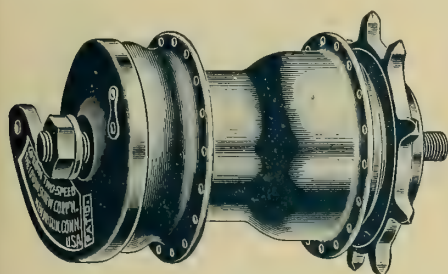
CORBIN

which is known as the "braking clutch." This part carries at its outer end a couple of dogs which engage suitable cam-shaped cavities in each of a pair of independent brake shoes carried loosely at the extreme left end of the hub and adapted to engage the shell when separated. The separation being accomplished by the action of the dogs on the braking clutch, the desired retardation is accomplished. Of course the return to the forward driving position may be accomplished at any time and without delay or danger of "missing gear," while the brake shoes, when not in action, are held out of engagement with the hub, by spring tension.

As in the case of the Morrow, the Corbin also is made in varieties suited to the uses of the motorcycle rider. This particular breed of Corbin differs in no general particular from the regular bicycle patterns, the types being merely enlarged reproductions of them strengthened somewhat to stand the added strain of the heavier machine. They are made in three sizes, known as models 5-B, 5-C and 5-E, the first two are made for either chain or belt driven machines, and the chain driven models are made with various sizes of tooth and various numbers of teeth to suit the taste of the purchaser.

The crowning glory of the Corbin line, however, is the two-speed coaster hub, in which the action of the device already described is augmented by the addition of a speed reducing gear whereby the rider without altering the rate at which he is

pedalling, nor even the effort he is expending on the pedals may secure the effect of a lower driving gear, thereby making possible the better and easier ascent of hills which otherwise would be burdensome. In order to conceive how this may be, imagine a hub which in principle is exactly the same as the Corbin Duplex, already discussed, but which has in place of the single driving cone, two such members, each mounted on a threaded sleeve, one being adapted to engage the braking clutch when it is in its extreme position to the left, and let the extreme right end of the shell be occupied by a small drum which may revolve within it and which in addition to being permanently attached to the driving sprocket carries internally a set of annular teeth which engage three tiny pinions mounted on studs which are carried by an enlargement of the sleeve upon which in turn is mounted the cone which en-



CORBIN TWO-SPEED

gages the brake clutch. Besides meshing with the internal gear in the drum the three pinions also engage a small fixed gear which is cleverly fashioned on an extension of the adjusting cone, holding the bearing at the right end of the device. Another and very important part also is contained in the hub, but it will be discovered in examining the action.

When the foot pressure on the pedals is being exerted in the ordinary manner, it is to be supposed that the positive high speed gear is in engagement, in which case the action is exactly similar to that in the single speed hub, the thread upon the sleeve carrying the first of the two cones holds that member against its seat in the shell thus securing the driving connection. When the pedals are held from rotation the effect is to throw this as well as the other cone over to the extreme left position, enabling the low speed cone to grab the teeth of the ratchet on the face of the brake clutch, putting the gear in the braking position and enabling the two brake shoes to be expanded out against the shell when the pedals are moved backward. When the pedal action is resumed, the low speed clutch is first to come into contact with the hub shell and therefore the drive is through the low speed mechanism and at slow speed. The manner in which this is brought about is not so intricate as might at first appear, and depends solely upon the interference of a little device already vaguely indicated and known as a "controller."

The "controller" is a small ring mounted on the high speed driving spindle immediately adjacent to the bearing which carries the shell upon the driving mechanism, and consisting of a main portion which is frictionally engaged with the shell, and a set of ratchet teeth on its left face adapted to engage the high speed driving cone by means of a set of corresponding teeth cut on its right face. When the pedals begin to move forward after the braking action has ceased, both clutches move to the right simultaneously. The ratchet teeth on the faces of the high speed cone and controller members, however, are rotating at different rates of speed and therefore as they are drawn together the ends of the teeth strike and prevent the cone from engaging the hub. The low speed cone therefore passes into engagement, and the driving action is then developed by way of the three small pinions which are rotated by the internal gear in the drum, but which, since they are in mesh with the fixed pinion, must turn around it, thereby carrying the studs upon which they are mounted and so the inner sleeve and the low speed cone.

In order to shift back to the high gear, the rider has merely to cease pedalling for an instant, when the cessation of motion of the sleeve and the continued motion of the hub, causes the low speed cone to be backed off its seat very slightly, thus releasing the hub. At the same instant, the strain being taken from the ratchet teeth on the controller and the high speed cone, the hub carries the controller a little ahead, and the threads within the cone draw it to the right once more as pedalling is resumed, this time in such a way that the ratchet teeth fairly "bottom," at which time the cone engages the shell and the high speed drive is secured.

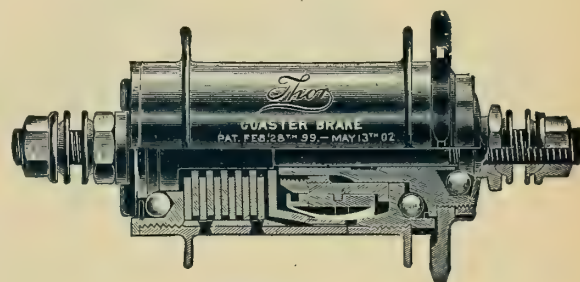
That principle of the cone clutch for driving the parts of a coaster brake is a particularly good one for the reason that while a tremendous pressure between the working surfaces may be obtained and with but a small amount of motion on the part of the clutching elements, the release is instantaneous, no matter whether the amount of surface in contact be one square inch, or three square feet. It is used in several of the coaster brakes on the market in addition to those already mentioned though not necessarily in just the same way, as will at once appear from a brief consideration of still another.

The Aurora Automatic Machinery Co., which hails from that particular Aurora which is situated in Illinois, makes a specialty of not stamping anything as automatic which is not so in very fact. Hence the self-controlling features of the Thor hub might be passed over were it not for the interest attached to the possible variations of this same cone principle.

The sprocket through certain permanent though adjustable connections is made solid with an internal spindle or sleeve which carries a worm thread in the usual

fashion, external to which is a "worm sleeve," as it is called, prevented from turning with the spindle and made to follow the shell by means of a pair of friction blocks retained by a couple of springs, which thus ensure the proper action of the parts at all times. When the pedals are driven forward, the screw drives the threaded sleeve over to the right, presently making contact between that member and a conical cup formed internally in the shell. Thus the action up to this point, and insofar as the points of relation to driving force and driving efficiency are concerned, is what might be termed regular. The method of attaining the end, however, is seen to be slightly different from the others.

When pedalling ceases, the threaded sleeve travels over to the left once more and finally to the extreme position, when the brake comes into action. A "braking



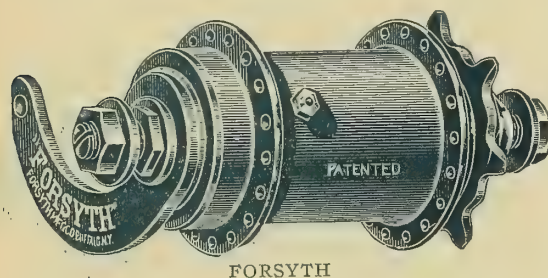
THOR

cone" is first picked up and forced over to the left where it engages a corresponding part. Instead of the conical formation extending for any considerable distance, however, it terminates in a flat end which is pressed against the first of a series of alternate plain and corrugated friction washers, one group of which are fixed with the shell and the other with the left ball cone, which is held stationary, thus preventing the hub from turning over. A tremendous amount of bearing surface for the brake is secured in this way, and at the same time the full force developed at the master screw thread is deployed in a line through from end to end of the hub. Release is instantaneous and automatic upon the resumption of the pedalling action, and the effect is of necessity smooth and certain.

If any there be who are not already familiar with the Thor brand, nor with the firm which stands sponsor for it, then it must also be necessary to call attention as well to the fact that as well as a bicycle coaster brake, there also is a Thor motorcycle brake of the same general construction and use, only made more substantial as is fitting it should be. As a matter of fact, it was on the motorcycle hub that the use of alternating washers for the brake was first developed. The principle of this arrangement is the same as that of the multiple disc clutch much used in certain classes of power transmission machinery of the heavier sort and much prized because of

its power, together with the fact that it may be gently applied and without shock, the release, however, being readily accomplished, and the power developed being almost out of proportion to the size of the parts as it frequently seems.

After all is said and done and the simplicity of the coaster brake mechanism in its really typical formation has been made apparent, it begins to look as though building one must be a sinecure. Not so, however, by several large degrees of difference. This is why. Notwithstanding the advantages of the cone clutch, for one thing, if the taper is too short, it takes so much pressure from end to end of the parts that there is a general tendency to slipping of the elements. If on the other hand the taper happens to be just a wee bit too great, there is a ten-



FORSYTH

dancy for the parts to become wedged together whereby instead of an efficient coaster brake, a positive drive is secured and no brake at all. Similarly, too much taper in the conical arrangement of the braking parts, where the same principle happens to be applied again, means a brake that will not release. Nor is this all. Too slight a degree of angularity in the threads of the lead screw or main sleeve, involves a certain unpleasant lag between the free-wheeling and braking effects, and makes the rider feel as though something were loose.

These considerations made it seem to the wiseheads of the Forsyth Manufacturing Co., Buffalo, N. Y., that their best course in attacking the problem lay not so much in the direction of evolving something startlingly different, but rather something startlingly better than any of the others. Possibly had they pursued the other course, which perhaps may have seemed the more inspiring of the two, they might have done better and brought forth a more successful product, but it is hard to see how that could have been. The Forsyth as it stands today and has stood through several years, is then a refined development of the principle which has been set forth, yet minus any of the faults which are liable to hamper the unfortunate dealer who hastens his production without duly considering the pitfalls that lie in his path.

One of the most important points evolved in the design, and one which is worthy of special attention, is that provision by which all wear may be taken up

from the outside of the hub and without removing it from the machine. Wear in any mechanism is a necessary evil, and therefore to provide for its compensation is almost as much an obligation on the engineer as to guard against it by the use of suitable metals skillfully arranged. The driving clutch is of the regular cone type, as already indicated, the shape being such that while a positive drive without slip is secured, the release may be obtained at once upon ceasing work and without the necessity of having to "kick" the pedals as sometimes must be done with other devices. The hub is of the simple barrel shape, strongly built and not too large to be modest in its effect. The screw carrying the clutch is pitched to such a degree that the release and the application of the brake are as closely brought together as is possible without risking the freedom of the coasting element, while the braking action itself is developed not by the direct application of a cone to the shell, but through the medium of a "braking plug" which is engaged first, and which, in turn applies the braking shoe proper, overcoming the tension of a spring in so doing. Ordinarily this spring holds the shoe out of engagement with the shell so that it cannot possibly drag, and this fact, together with the complete arrangement of ball bearings makes the device so sensitive that when in the coasting position the weight of the tire valve is sufficient to balance the wheel invariably.

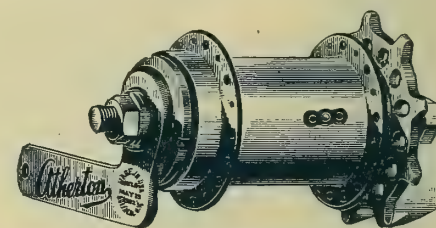
In the Atherton is found still another mechanism of the same general variety in which the makers' effort was rather toward refinement than toward the production of anything startlingly radical. Simplicity is one of the chief claims which are held out for it, and simple it is. More than that, however, it has other qualifications to its credit which are quite as important, for a device though it may be simple in the extreme, delightful in its action, and perfect in its application, yet may be lacking in endurance through flaws in material or even through the use of shoddy metal. As to these recommendations, the results of many thousands of miles of use in the hands of a large coterie of riders can testify.

D. P. Harris, whose centre of operations is at 48 Warren street, New York City, has had control of this device for a number of years and the fact that he continues to do so is in itself but another indication of the saleability of the product. Trying it out on the road, no matter how severely, examining its parts on the bench, testing the effect of coaster and brake on the stand—it makes no difference how you go about it, there is nothing wrong with the Atherton. Besides being perfectly well timed in action, it is also noiseless and smooth in its working, which is another recommendation for its use.

When in the forward driving relation, no

internal parts are in action, so that the effect of a plain hub of the old-fashioned simple type is secured. The release, caused by the action of the worm thread which shifts the clutch out of engagement and throws the parts into the braking position is accomplished quickly and without chance of jerking or missing engagement, and the retardation itself is brought about in the usual way through the application of the braking element which is expanded under the influence of the clutch and its connections.

What is held out by its makers as perhaps its greatest recommendation, and one which should make it especially appealing to riders who desire to alter existing wheels, is the fact that it is of universal dimensions—of the same width as the standard rear fork, and with a brake anchor arm which may be clamped to any size of tubing. Thus it may be installed



ATHERTON

without springing the frame of the mount, clamped in place and adjusted in a few moments, the beneficial results obtained in this way being at the cost of no more labor to the rider than had he merely exchanged his old rear wheel for another of precisely the same kind and like it in every way.

Simple is it not—this coaster brake mechanism? Delightful too, the sensation of ceasing to pedal when pedalling is no longer necessary; and so natural. The rider of a few years ago who never had seen such an arrangement would open his eyes in amazement were he to be shown its action; first of all that so much could be included in so small a space, and second that once tucked away thus out of sight, it could be relied upon to do what is required of it. Greatest wonder of all, however, would be his expression when, on trying the thing for himself and perceiving at once and for all how very superior its action was to that of the ancient and simple contrivance from which it is an outgrowth, he learned that there yet were a few riders who still clung to the plain hub and either did without brakes altogether or else used the time-worn tire spoon.

Wouldn't this issue of the *Bicycling World* and *Motorcycle Review* be a good one to place in the hands of that friend of yours who ought to be riding a bicycle, or who is likely to become interested in motorcycles? If so, remit ten cents in stamps and a copy will be sent postpaid to him—or her—at once.

The Evolution from Cyclist to Motorcyclist

By E. W. CARRITT, President Brooklyn Motorcycle Club.

Questions are frequently asked me by old-time bicyclists, who pretend to despise the motorcycle, regarding the sport to be derived from riding the power propelled machine, and it is somewhat difficult to explain just how and to what extent it is pleasurable.

The first motor which came within the angle of my vision did not inspire me with the desire to have one, although I had dreamed of applying some power, in some old way, which would at times break up the steady plugging that I had been doing for many years.

Up to 1903 I had had plenty of company and met many cyclists in whatever direction I went, but during that year when my cyclometer reading dropped down to the insignificant figure of 850 miles, I rode without company and made 5,200 miles in 1904, almost absolutely alone.

The loneliness of long rides and a growing disinclination to keep up to the standard of physical fitness indispensable to the perfect enjoyment of long-distance pedaling prompted me to look into the possibilities of the motorcycle—I had been late in taking to the coaster brake and, in fact, began to use it in August, 1904, chiefly as a preparation for motorcycling.

On Sunday, Sept. 4, 1904, while wheeling between Riverhead and Greenport, L. I., I was overtaken and passed on the cycle path by two motorcyclists, whom I afterwards met on the ferryboat from Greenport to Shelter Island, and who again passed me on the road across Shelter Island. The three of us were together on the naphtha launch ferry to Sag Harbor and the motorcycles were much in evidence by reason of the careful handling involved in getting them on and off the boat. I remember that I was well pleased to get off ahead and obtain a considerable start towards Bridgehampton before the motorists got going, and as they did not know the road thoroughly, I was able to keep with them for quite a time.

They went off towards Montauk Point and I passed the night at Southampton, wheeling back to Brooklyn on Labor Day. The motorists did not pass me again and I learned afterwards that various delays had caused them to reach home at a much later time, although they did get to Brooklyn the same evening.

The talk which I had had with these riders had done much to convince me that motorcycles were "getting there" quickly and with little exertion on the part of the rider, and having learned to appreciate the delights of a coast downhill, I began to think how fine it must be to coast up hill,

to coast all the time and any old time, and motorcycling seemed to me to be the natural evolution for the cyclist, who was getting a little tired of pushing all the time. The motorcycles ridden by these men were up-to-date chain-driven machines but I was not inclined to fall in love with any more chain propositions, although I had given up the bevel-gear bicycle and gone back to the good old chain-drive.

I began to observe motorcyclists more closely, got all the literature I could, haunted the dealers and inspected the machines exhibited at the Sportsmen's show, and wound up in January, 1905, by buying a foreign belt-drive, with mechanical intake



E. W. CARRITT

valve. This machine was minus some parts, which had not been procured on May 1st, when I demanded and secured the return of my money.

I then fortunately bought an Indian, and one of the motorists previously referred to gave me the necessary lesson in handling it. My first sensation in finding the engine propelling the machine, after I ceased the pedaling necessary to start it, remains until to-day, one of the most pleasant and exhilarating of all my motor experiences, although I must admit that the early explosions were somewhat alarming and nearly caused me "to let go the handle bars."

After a ride of 20 miles, I felt fully able to dispense with further instruction and rode the machine home where it was subjected to most critical examination and

study before I started out alone the next day, when I accomplished 58 miles on a full gallon of gasoline, walking two miles further and pushing the motorcycle along, until I got home. The next ride failed to total 100 miles by reason of rain, but the next week registered 104 on Saturday and ditto on Sunday, on which latter day I learned that friction sprockets do slip and must not slip too much—for mine had gotten so free that the engine got "racing" on every grade and I had to assist—by pedalling.

I soon found that the motorcycle, with its busy little engine was able to hold its own with anything on the road and to get me ahead of the floating mixture which the automobile provides for all road users.

The motorcycle, like the bicycle, takes one into the fresh air and away for a time from the worries of business, although it occasionally develops little worries of its own, but even a motor always follows the law of cause and effect and is therefore capable of responding to an intelligent diagnosis. Much pleasure can be derived from studying its details, in order to get the most out of the little engine, which when running perfectly is "the perfection of locomotion" in its handiest, safest and fastest form.

My push-pedal mount was somewhat neglected during the latter part of 1905, but was kept moving during 1906 to such an extent, that it led some old time friends to think that I had tired of motoring, but I had gone back to the old sport, partly for exercise and more especially to enjoy their company, for there is not so much companionable sociability in motorcycling as there is in bicycling.

Club runs in the good old bicycle days developed some hot riding, but the physical powers of the different riders only divided them into groups, who hung together, paced each other, and stuck together when accidents happened or punctures were encountered. Motorcycles at fair speed raise more dust than bicycles and there is besides an element of danger in group riding so that early separation of riders is sure to occur and where two or three may stick together for mutual benefit, the majority are likely to paddle their own canoe to the objective point. There being but little question of physical power, the run usually becomes a test of motors and to some extent a greater test of the riders' ability in handling them.

It is a well known fact that a dozen or more machines can be assembled at the same time, by the same men, from the same parts, of the same size, etc., and no

two will develop exactly the same power and speed; although the manufacturer may endeavor to turn out machines as nearly uniform as possible, one will necessarily be faster than the other and if the more skilful rider has the faster machine, there is likely to be quite an appreciable distance between the two machines in a 5 or 10 mile run.

A motor tacked on a bicycle to assist on hills and against head winds struck me rather favorably when I began investigating, but I soon saw that the rider when he worked would necessarily propel the engine unless it were out in some way. I did find a machine whereon the engine power was applied to the rear wheel of the bicycle by a friction pulley bearing against the tire which device could be put on and off by a lever working from the upper tube of the bicycle frame, permitting the machine to be pedalled as an ordinary wheel, plus the engine weight, etc., but after some correspondence with the manufacturer and having seen one of the machines operated on a stand in New York I made up my mind that it was but a makeshift at best and would not accomplish what I had in mind.

There has recently been quite a movement in England and on the Continent in favor of what riders there call a return to lower powered machines of lighter weight, but I cannot see that there will ever be a rational movement in favor of a pedal assisted mount when it comes to road motoring. The bicycle has its place and one that it will probably hold forever, but the motorcycle also has a place of its own and the rider should graduate from the bicycle school before he mounts the power machine.

The motorcycle is apt to make one lazy and for that reason, should be combined with bicycle riding, which is more pleasant, when taken in homeopathic doses; therefore use the push-pedal for short distances and reserve the motorcycle for longer runs or all day outings.

The younger generation seem more inclined now to wheel than they have been for some years, and should be encouraged to take up the sport which tends to such physical enjoyment.

The motorcycle is the next step from the push-pedal machine, and had the machine in its present perfection come at the close of the bicycle craze, there would have been a "revival" of old-time enthusiasm for road riding, for it is the quickest and most convenient means of getting about in an economical and reliable manner, at the same time affording the most exhilarating and fascinating form of sport, by reason of its speed, comfort, simplicity and general reliability.

E. W. CARRITT.

"Motorcycles and How to Manage Them." Price, 50 cents. The Bicycling World Co., 154 Nassau Street, New York City.

THE MOTORCYCLE TOURIST

The motorcycle is making a hit in the business world. Scores of message boys, collectors, telephone linemen and a host of others now ride this ingenious, yet simple machine. While it undoubtedly serves them well, the one to whom it gives the most pleasure is probably the tourist, whose me-

Touring is a practical endurance test; consequently one must have a machine that will stand the strain. If the city rider can afford to take chances on an out of date motorcycle the tourist certainly cannot do so. He must have faith in his mount, otherwise his expeditions will be times of worry rather than of pleasure.

A modern motorcycle, geared low, is about the tourists' ideal. For rough roads, sand and hills power at low speed is what is required. While it is a "blessed assurance" to know that half a turn of the grip will, in less than a second, give one wonderful speed, the sight seeing motorcyclist rarely suffers from attacks of the "fine frenzy." Now and again he causes the untimely de-



STANLEY BOWMAR, WHO TOURED ACROSS THE CONTINENT IN 1906

andering takes him far from the "city's crowded streets."

The cycling tourist is at the mercy of the wind and hills. The "man with a to-tor," given fair roads, cares little for either of these old enemies. One of his greatest delights is to "beat up" against a bracing morning breeze. Hills? Why, they are welcome—the rides the memory of which linger longest, are those that take him over some picturesque mountain trail.

No rushing to catch trains or street cars. The motorcyclist's "express" will wait for him—"no irritating compulsions and contacts with the railway; no bondage of fixed hours and the "beaten track." Nothing but absolute freedom, and given freedom, out in the open, with the means of seeing new and interesting country each day, what more does the city worker want to have an ideal vacation, a delightful and invigorating holiday?

mise of a pet cat, a poodle, or some prize poultry; nevertheless, it is not he who is responsible for the prevalent belief amongst the "way-back" farmers, that the motorcyclist's chief pleasure is to "frighten horses and murder folks." We tourists, you know, are such good boys.

For locating skips and fixing punctures fifty miles from nowhere, a combined luggage carrier and stand is worth its weight in good gold. Mounted on a modern machine, with perhaps a few extra parts, a stand and a little common sense on the part of the rider to lighten the lump, the success of a long run is assured.

You seekers after health, who want an outing at once interesting, bracing and breezy; you lovers of nature, who find the highest pleasure in the calm and content of the country—hat off, every one of you, to the motorcycle.

STANLEY BOWMAR.

The Motorcycles of the Moment



The earth has shrunken greatly during the last thirty years. The towns that thirty years ago were thirty miles removed are now less than ten miles distant. The earthquake that effected this astounding revolution moved on two small, light, wire-spoked wheels.

The bicycle with solid rubber tires brought the towns at least five miles nearer; when it was shod with pneumatic tires, what had been thirty miles was reduced to twenty; when the motor was affixed to the bicycle distance was annihilated—the shortened span was more than cut in half.

This motor bicycle has done more than reduce distances. It has leveled the highest hills—aye! and it has stilled the headwinds. And beyond doubt it was the hills and the headwinds that induced very many of those who were physically and mentally bettered by the pushing of the pedals, and still others who rode not wisely, to decide that riding a bicycle “is too much like work,” and who not relishing labor, ceased to cycle. Their conception of supreme joy was a bicycle that might be pedalled only when fancy willed; that would coast uphill as well as down; that entailed no physical exertion when facing a wind, and that induced no perspiration, no matter what the thermometer might register.

Even as late as eight years ago any person who would have even dared prophecy that just such a bicycle would come to pass would have been considered a fit subject for confinement in a crazy house. To-day, that dream of ten or fifteen years ago is a reality—that bicycle that seemed such a wild flight of fancy is here and in use, and its numbers are increasing with the days. That once idealistic mount of the man who, though he loved all out of doors, had no relish for pushing pedals, or who, if he did not mind the pushing, found in the hills and headwinds such obstacles as minimized his pleasure—every desired feature of it is contained within the compact compass of the motor bicycle.

Any man who is able to ride a pedal propelled bicycle and who can twist his wrist is competent to ride a motor bicycle. For motorcycles are started and stopped, and their speed regulated wholly by the twist of the grips on the handlebar; nothing could be simpler, or quicker, or more effective.

“But the motor bicycle is a selfish institution,” is one of the objections that is not



MRS. H. W. ROBINSON, WALTHAM, MASS. infrequently leveled at it; and the oddest feature of the remark is that often it is uttered by bicyclists and former bicyclists who, during many years made use of a similarly “selfish” mount, the bicycle minus the motor. Each is selfish in that it is “built for one.” The drop frame motor bicycle is the next step in the march of progress, but meanwhile there are a few of the less timorous ladies who have not feared to make use of the diamond frame machine and who have had no trouble in mastering it. It has a convertibility and carrying capacity, too, that is not within

the limits of either the leg-power bicycle or its rider. With a tandem attachment affixed to the rear, the herculean little motor readily will sustain and propel the additional passenger, whether male or female; for there are those of the sisterhood who have covered many pleasant miles perched on the “seat behind.” With a fore-carriage attachment prefixed to the same machine, she may, seated in front, revel in the luxury of an unholstered seat; or if she prefers a side carriage, which permits of her being seated practically beside the “master of the motor,” there are side carriages to be had; a majority of the motor-cycle manufacturers supply one form or another of these passenger-carrying appurtenances. As yet there is no motor tricycle suitable for the use of ladies who are not content to wear divided skirts; there is, however, an Indian motor tricycle designed for those men who prefer the stability afforded by three wheels. Though the drop frame motor bicycle is still in the distance, the R.-S. lady-front tandem which has but just appeared, is blazing the way, for the single track two-seater designed that womankind may share the joys of motorcycling. For it must not be overlooked that it was the single track feature of the bicycle that made it the mount for all persons and for use on all roads—or paths. The pedal propelled tandem was in many respects the ideal machine for the ever ready outdoor companionship of man and woman, but the fact that the woman, however beautiful to look upon, was too often “dead weight,” usually rendered the two-seated cycle a “mankiller” and minimized its popularity. With a motor to do the work, a revival of the vogue of the tandem appears not improbable.

The people who prate of the “selfishness of motorcycling” usually have “automobiles on the brain.” In the fulness of time they probably will begin to realize that the automobile and the motor bicycle are things apart: that they are not more to be fairly



compared than it is fair to compare a leg-driven bicycle and a horse-drawn brougham. And there is more real fun, more sport, more exquisite exhilaration to a square inch of motorcycle than there is to a half dozen automobiles compressed into one. As for expense, the motor bicycle and the motor car are almost as far apart as the poles. The first cost and the subsequent costs are as cents compared to dollars. The cost of replacing one tire on even a modest automobile will operate a motorcycle for a couple of years. It is an uncommon automobile that will travel 20 miles with a gallon of gasoline; it is an uncommonly thirsty motorcycle that will not cover 80 or 100 miles with the same quantity of fuel. Everything else is in about the same proportions. The automobile is as complicated as the motorcycle is simple. A garage is required to stable the

one; a corner in the hallway or cellar is sufficient for the other. And that is one of

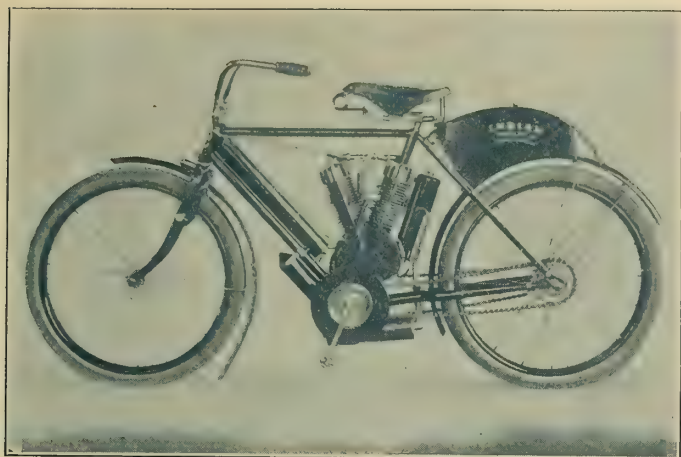


the factors that "made" the bicycle and the motor bicycle has fallen heir to or shares

practically all the advantages of its older brother.

The number of motorcycles within the reach of the public has increased during the past twelve-month. The small manufacturer of a year ago is comparatively a big one to-day; the big manufacturer has become bigger, and there are a number of new accessions to the ranks. Their product is as varied as their number. There is no monotony of motorcycle design—no stagnation of ideas or ingenuity. Generally speaking, the models of 1907 are marked by substantial innovation and improvement. Collectively, and dealing with them in a general sense, they are marked by increase of power and greater flexibility of control, by greater fuel capacity, by greater facility for oiling without dismounting, by lengthened wheel bases, and by less noise.





INDIAN, 4 H. P., \$275.

Thus, the Indian is fairly bedecked with new "feathers." Its adoption of a combined chain and roller gear transmission running in an oil bath was one of the sensations of the early season. It was a bold move that made every one sit up and take so much notice that the other new features have not received their full due. The adoption of a new inlet valve dome rendering the valve removable merely by unfastening one nut is no small improvement; the new carburetter with a diaphragm automatically regulating the gas according to the speed and needs of the motor, is another departure of no small moment, while the employment of an improved muffler, which really does silence the noise of the exhaust, is in the nature of a gratifying achievement. The new Indian-Corbin coaster brake with its internal expanding rings and without springs of any kind and with a slotted hub that does not require that the sprocket be screwed on—this, too, is a change well worth while. A lengthened wheel base, a larger gasoline tank and a larger and cylindrical oil reservoir fitted with a pump are other new features.

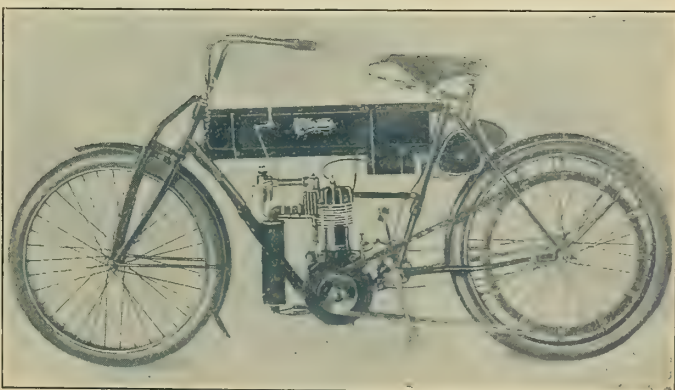
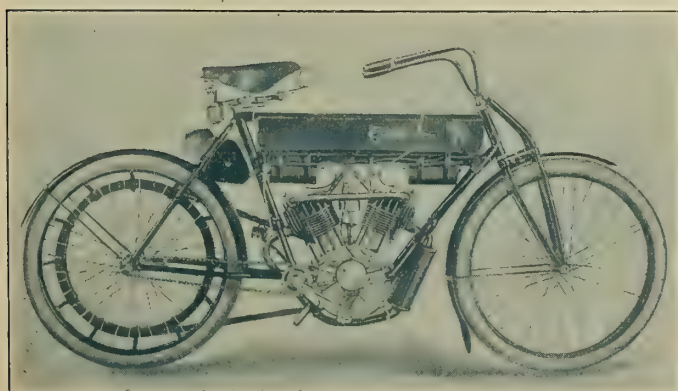
While the G. H. Curtiss Mfg. Co. are still making and marketing their wonderfully powerful single cylinder $2\frac{1}{2}$ horsepower model, they early "plumped" for two-cylinder engines, toward which pronounced inclinations are appearing, and as a result most of their attention has been bestowed

on the big Curtiss 5 horsepower "double." Always a powerful machine it is now more powerful than before, the cylinders having been enlarged to $3\frac{1}{4}$ by $3\frac{1}{4}$ stroke and bore. This increase of power is the most notable alteration, although such refinements as a steel pulley instead of a cast iron one, heavier rocker arm lugs, a one-piece exhaust lift rod and the drilling of holes in the flanges of the engine to increase the cooling capacity are minor things which prove, however, that where improvement was found possible it has been made. Both the big and little Curtisses incorporate all the familiar Curtiss features and which are common to both: roller bearings in the engine; central draft carburetter, long wheel base, 58 inches; two gallon gasoline tank, and V belt.

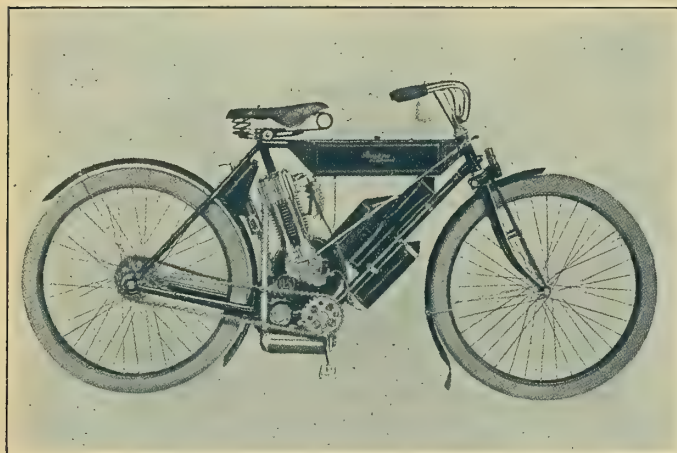
When, in addition to their model with the $2\frac{1}{4}$ horsepower Thor motor, the Reading Standard Co. launched the new 3 horsepower R.-S. with the mechanically operated valves, and their lady-front tandem, they, too, caused a splash that could be heard by a deaf man. A tandem of the sort seemed long overdue and a motor with mechanical valves was in about the same category. The R.-S. float feed carburetter with twin floats is a contribution to flexibility of control, while the new lubricating tank is about as an ingenious conception as will be found in a week's walk. Secured to the rear forks where it

can be easily reached from the saddle, turning a lever one way discharges a cupful of oil into the motor and shuts off the supply from the tank; turning the lever the reverse way opens the tank and refills the oil cup. The muffler, so efficient that it is not provided with a cut-out and pierced from end to end by a $\frac{7}{8}$ -inch orifice, is another radical departure. In fact, with all these innovations and a new fuel tank, a new design of battery box, and a new grip control, the whole machine is so full of newness and promise that the fact that deliveries will not commence until next month has kept lots of people on "pins and needles." The R.-S. model employing the Thor motor which, of course, has automatic valves, uses also the improved Thor carburetter and muffler, but the frame, the trussed spring forks, the gasoline and oil tanks and the battery box are identical with those used on the 3 horsepower R.-S. Incidentally, both models make use of the new Duckworth $\frac{5}{8}$ -inch pitch roller chain, which has given a new meaning to motorcycle chains.

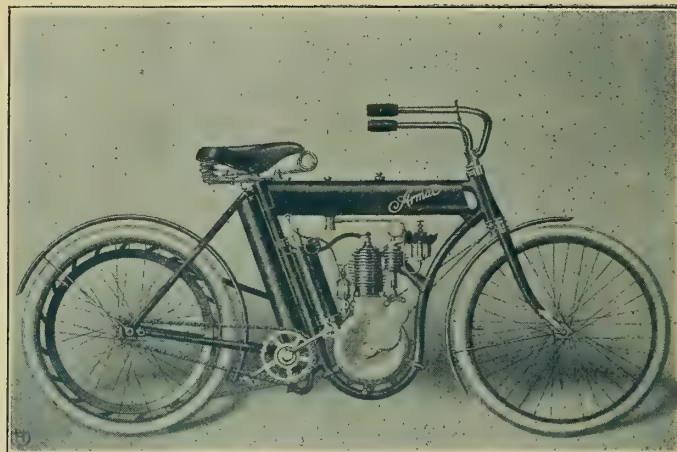
The Thomas Auto-Bi, which, as a good many people do not know, was the first motor bicycle built in America, is now the most distinctive machine on the market; it has little in common with any of the others. It employs the only inclined motor, the base of which constitutes the bottom bracket of the frame and the cylinder

CURTISS, $2\frac{1}{2}$ H. P., \$200.

CURTISS, 5 H. P., \$275.



R-S, 2 1/4 H. P., \$210.



ARMAC, 3 H. P., \$200.

the lower half of the bottom frame tube. The motor has the head and cylinder cast in one piece, is regularly provided with an auxiliary exhaust port and has an outside flywheel, which is cast solid with the engine pulley. Three years ago the Thomas people dared to bolt their carburetter or mixing valve directly to the head of the motor, thereby dispensing entirely with feed pipes and though it was a bold move the fact that they have not receded from their position conveys its own meaning. That they adhere also to their chain belt likewise implies that it has proven true. The use of a contact breaker having two trembler springs instead of one, and of flexible wire terminals, are other exclusive characteristics. In fact, the Auto-Bi differs so radically from all other motor-cycles, and without being in any sense freakish, and is so full of striking individuality that the man who recalls the Thomas of five or six years ago is forced to rub his eyes in order to believe that they see aright. The Thomas of to-day simply bristles with exclusive features and talking points and there are strong, plausible reasons given for every one of them, too.

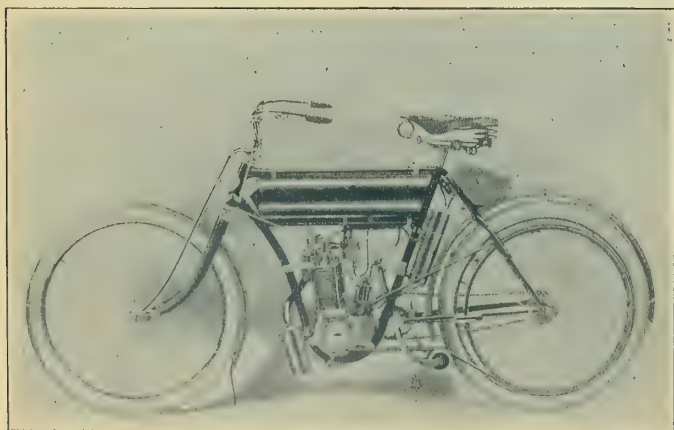
The Armac is another distinctive production. From its frame and fork to its motor it incorporates no borrowed ideas and follows no slavish design. The fork crown is made up of four plates, each fork

side being extended upward to engage with posts formed on the handle bar; it conveys an idea of prodigious strength. The gasoline tank, however, is the most striking evidence of Armac originality; it constitutes also the top tube of the frame; it is a length of 4 1/2-inch seamless steel tubing, admirably arranged and secured in position. It forms a tank that certainly is hard to dent or break and which is claimed to be proof against leaks. Not the least feature of it is a filter which catches any dirt or water that may be in the gasoline before it reaches the carburetter. The 3 horsepower Armac motor, which is carried upright in the loop frame, is likewise an ingenious piece of design and workmanship. The cylinder and head are cast in one piece, but the valve chamber, while a part of the head is yet separate therefrom and in front thereof, thus keeping the valves away from the intense heat and also placing them where they will receive the full benefit of the cooling influence of the air. The spark plug is placed in the top of the motor. The motor exhausts directly into the frame tube and thence to the muffler. The timing gears are placed outside the motor base where they are immediately accessible merely by removing the "lid" of the case. A true V-type three-ply belt, without idler, is used, the rear pulley being made in one piece, lugs and all, the belt and pulleys being cut at angles that afford a constant

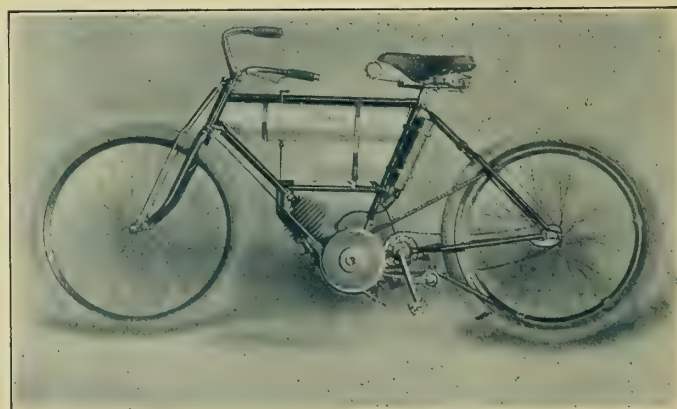
wedging effect and render an idler unnecessary. The features of the Armac are really features that fascinate and give evidence of deep thought.

The Yale-California is another exponent of the motor with the outside flywheel and it is fitting to add that it has "made good." The motor is still rated at 2 horsepower but there now is more of that power than previously was the case, due to refinements that have increased the efficiency; a one-piece drop-forged crank shaft which includes the counter-balance weights is one of the ingenious evidences of the improving hand and a carburetter with a larger float chamber contributes its quota to the general betterment. There are no sweeping changes in the Yale-California but the refinements have made it not only a better machine but such visible alterations as have been effected make it a better looker, as for instance, the substitution of a round and larger tank for a square one, the removal of the idler from the engine to the rear frame and the adoption of a new spring fork, the comfort and joy of which, the Yale people say, is beyond description. Flat belt drive is employed and as always the stretch is taken out of it before it is applied to the machine.

The 2 1/4 horsepower Merkel, so long one of the landmarks of the motorcycle in-



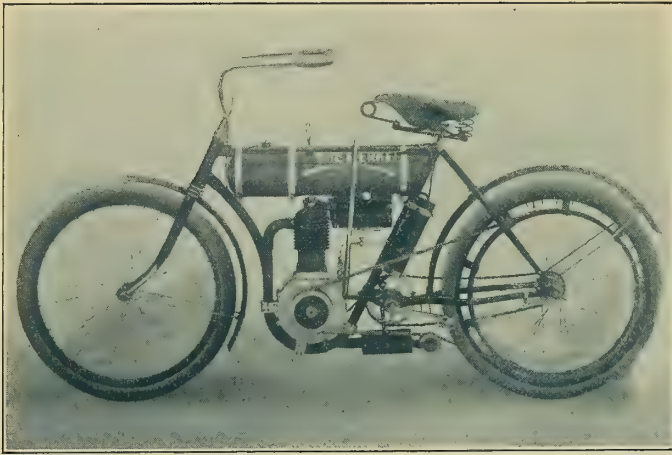
YALE-CALIFORNIA, 2 H. P., \$185.



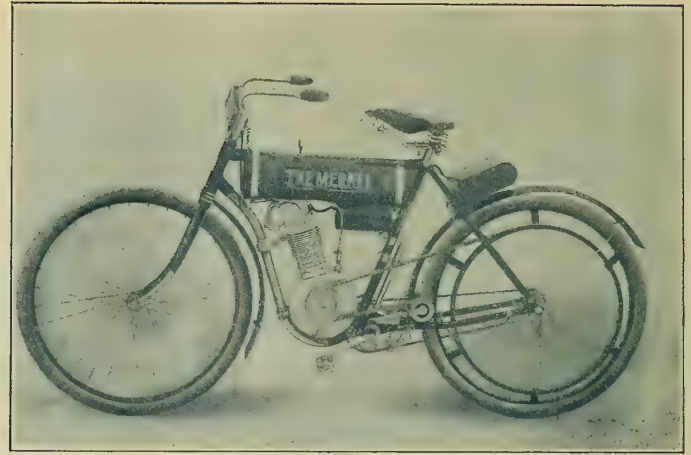
THOMAS' AUTO-BI, 3 H. P., \$175.



Preserved Memories of a Motorcycle Tour



MERKEL, 3 H. P., \$185.



MERKEL, 2 1/4 H. P., \$155.

dust, acquired an attractive big brother this year. While the newcomer has the same low loop frame and extended, three plate forks as the "little fellow" and a few other familiar characteristics, it differs from the other very markedly. Its motor is of 3 horsepower, set perfectly vertical, and as in the case of the 2 1/4 Merkel it exhausts into the loop frame but in addition is also provided with an effective muffler. The smaller model still employs the Merkel mixing valve but the larger one is fitted with a carburetter of original design and great flexibility. It is of the float-feed type but has separate float and gas chambers. The battery box and gasoline and oil tanks are made in combination, the fuel capacity being unusually large—two gallons. The battery compartment is provided with a hinged door or lid which is a big contribution to accessibility. The transmission is by a 1 1/4-inch wide two ply belt, waterproofed; the belt tightener is provided with a lever which permits of adjustments without dismounting. The 2 1/4 horsepower machine has been refined in a number of minor details making it even better value than was previously the case.

The Harley-Davidson is one of the motorcycles that has "come on" at a great rate during the past twelve month. Although it incorporates no radical changes, the re-

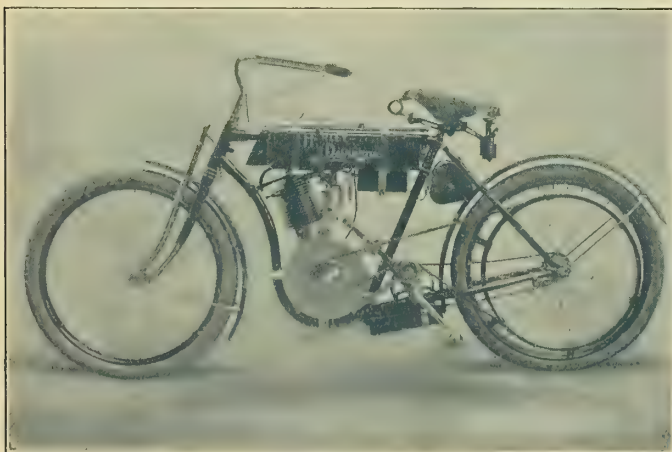
finements are such as will maintain the "swing" which has been acquired. It is of full 3 horsepower, its motor having a 3 1/8-inch bore by 3 1/2-inch stroke; the cylinder, head and valve chamber are cast in one piece to prevent leakage and are surrounded by deep one-inch cooling fins. The motor is suspended almost vertically in an unusually low loop frame. The carburetter is of the automatic type previously employed. Belt transmission—a 1 1/2-inch flat, endless, waterproof belt—is of course retained.

The Reliance is another motorcycle which has gathered momentum during the year, its makers' removal to Elmira, N. Y., having carried with it a number of advantages. For 1907 the machine itself is characterized by more power, the engine having been increased to 3 by 3 inches and generates 2 1/2 horsepower; it is suspended vertically in a loop frame. The rear frame construction has been lengthened to afford a wheel base of 55 inches and a heavier and waterproof belt has been adopted. Aside from its power, simplicity of construction and fewness of parts are the strong claims made for the Reliance.

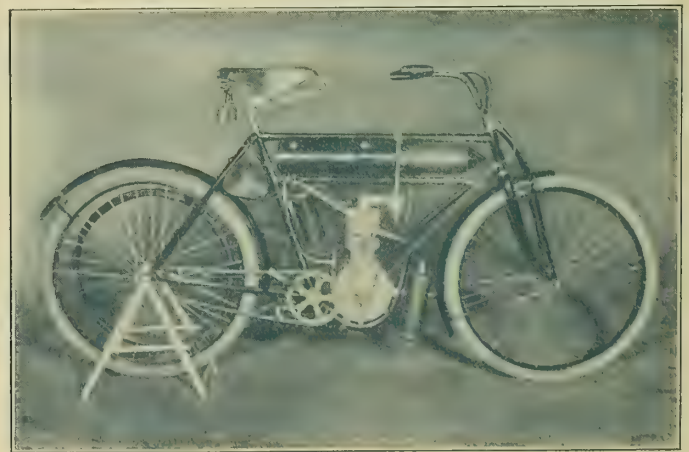
The fact that J. W. Grady & Co., of Worcester, Mass., thought so well of the Crouch motorcycle that they acquired the

sole sales agency for the current year is in itself a significant item. Grady has the reputation of being one of the most level-headed merchants in the cycle business in New England. The adoption of the Schebler carburetter and of an ingenious muffler are the chief respects in which the Crouch of 1907 differs from the models of previous years, although minor details have been improved as a matter of course. The loop frame of the Crouch is one of its features; it is built with a cradle in which the 3 horsepower motor is suspended; the cylinder and head of the motor are cast in one piece; the accessibility of the inlet valve is also a feature; it is rendered gettable merely by removing one nut. The transmission is by 1 1/2-inch flat belt.

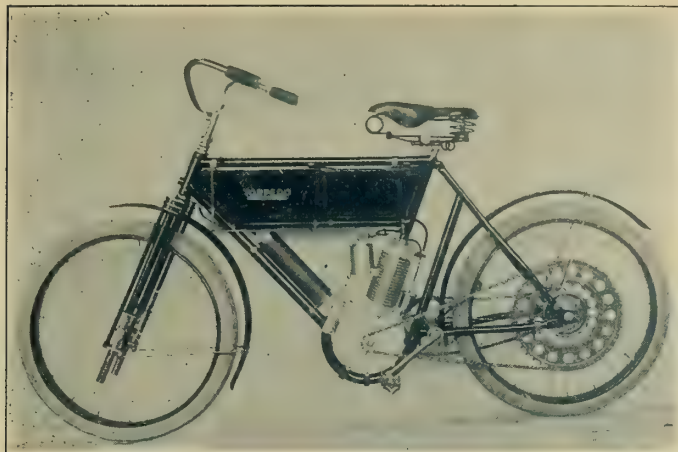
The Torpedo is one of the machines making use of the 2 1/4 horse power Thor motor and Thor carburetter but otherwise it is distinctive, the frame being of the trussed diamond type, the tank which includes a compartment for the batteries being stowed between the truss and the top tube; just enough of the lower tube of the diamond frame is cut away to permit of construction of a low hung and snug fitting loop for the motor. Transmission is by chain direct from the motor to an unusually large compensating sprocket on the rear wheel; no countershaft is employed. The



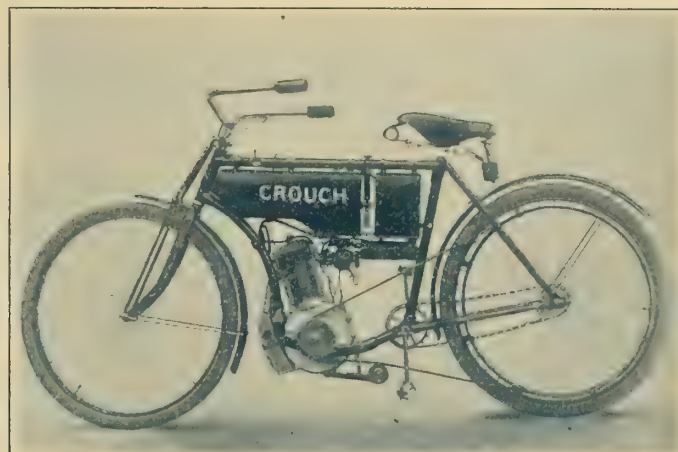
HARLEY-DAVIDSON, 3 H. P., \$210.



RELIANCE, 2 1/2 H. P., \$175.



TORPEDO, 2¼ H. P., \$210.



CROUCH, 3 H. P., \$170.

Torpedo spring fork is another feature that the Thor side carriage—with its adjustable tread—and with the Thor parcel carrier, name for themselves in the fields of passenger and parcel carrying.

The Emblem likewise employs the Thor motor and other Thor components but it also is distinguished by a neat and effective spring fork of Emblem design and construction.

Although shipments of the French Peugeot, for which the Prospect Motor Co., Brooklyn, N. Y., recently secured the American agency, are expected daily, the only two foreign motorcycles which it may be said are actually on the American market, are the F. N. and the N. S. U., the former a Belgian production, the latter a German, and both full of honor in their own countries.

The F. N., which is handled here by the Ovington Motor Co., New York, is made in two models—one a single cylinder with belt transmission, the other the famous four cylinder machine with bevel gear or chainless drive. The latter created a great flutter when it was introduced and the advance information of the smaller machine, which is a recent creation, has aroused no small interest, not only because it is a

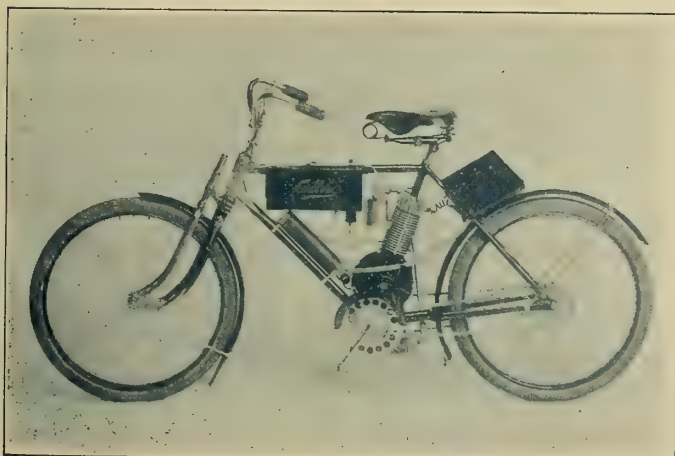
comparative "featherweight"—it scales 100 pounds, magneto included—but because of several striking innovations which it incorporates. Chief of them is a new system of belt drive: Teeth cut on the inside of the engine pulley mesh with a pinion on the engine itself, the consequent gear reduction permitting of the use of a large engine pulley and a comparatively small belt pulley, the result being that the gripping surface is enormously increased and the power delivered is in proportion thereto. Idlers are avoided and a belt-tightener, also novel, is employed. By means of worm or segment the engine pulley is shifted eccentrically and all belt slack thus taken up; the mechanism may be locked in any desired position. The 2 horsepower motor is distinguished by a small celluloid window in the base, permitting the state of the oil within to be actually seen, and the gasoline tank is fitted with a gauge that indicates the amount of fuel at all times.

The big four-cylinder F. N., which has been in the American market for two years, has been further improved for 1907 by an increase of power from 3½ to 4½ horsepower, each cylinder now being cast separately and each being provided with an observation window in its base. A new compensating carburetter with an auxiliary air valve and a filter plug that extracts any

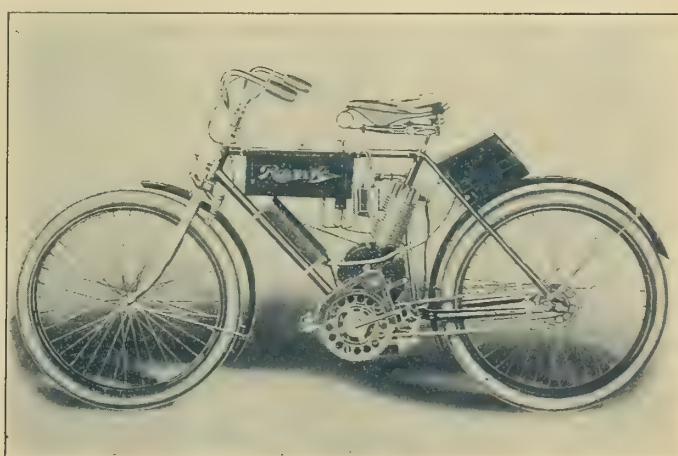
The Miami Cycle and Mfg. Co., makers of the Racycle, who had been building a few motorcycles employing the Thor motor, carburetter and frame fittings, have now taken up the power driven machine in a large way and are putting a deal of energy into the advancement of the motor Racycle. It still employs the Thor 2¼ horse power motor, and the Thor carburetter, muffler, grip control, etc., but Racycle frame fittings are now being used and a special Racycle spring fork has been developed; it is an ingenious conception made up of a hinged crown and three stout helical springs which provide for both the shock and the rebound.

For four years the Manson has used the Thor motor and fittings in their entirety. There is no disputing the quality or efficiency of the Thor goods and it may be added that in the Manson the most has been made of them. The Manson people have also specialized the machine fitted with

The F. N., which is handled here by the Ovington Motor Co., New York, is made in two models—one a single cylinder with belt transmission, the other the famous four cylinder machine with bevel gear or chainless drive. The latter created a great flutter when it was introduced and the advance information of the smaller machine, which is a recent creation, has aroused no small interest, not only because it is a



EMBLEM, 2¼ H. P., \$210.



RACYCLE, 2¼ H. P., \$210.

The Prices of 1907 Motorcycles

Indian

Indian Mfg. Co., Springfield, Mass.	
Single cylinder, 2¼ horsepower, chain drive.....	\$210
Two-cylinder, 4 horsepower, chain drive.....	275
Single cylinder special, 3 horsepower, chain drive.....	250
Tri-car attachment.....	125
Van attachment.....	125
Tricycle attachment.....	100

F. N.

Ovington Motor Co., New York.	
Four cylinder, 4½ horsepower, shaft drive.....	350
Single cylinder, 2 horsepower, belt drive.....	250

Me

Me Motor Co., Milwaukee.	
Single cylinder, 3 horsepower, drive.....	185
Single cylinder, 2¼ horsepower, drive.....	155

Thomas

Thomas Motor Co., Buffalo, N. Y.	
Single cylinder, 3 horsepower, belt drive.....	175

Armac

Armac Motor Co., Chicago.	
Single cylinder, 3 horsepower, belt drive.....	200

Yale

Consolidated Mfg. Co., Toledo, Ohio.	
Single cylinder, 2 horsepower, belt drive.....	185

Mason

Fowler-Manson-Sherman Cycle Mfg. Co., Chicago.	
Single cylinder, 2¼ horsepower, chain drive.....	210

Racyle

Miami Cycle & Mfg. Co., Middletown, Ohio.	
Single cylinder, 2¼ horsepower, chain drive.....	210

N. S. U.

N. S. U. Cycle & Motor Co., London.	
J. F. McLaughlin, New York Agent.	
Single cylinder, 3 horsepower, belt drive.....	230
Single cylinder, 3½ horsepower, belt drive.....	240
Single cylinder, 3¾ horsepower, belt drive.....	255
Double cylinder, 4 horsepower, belt drive.....	300
Double cylinder, 6 horsepower, belt drive.....	320

R.-S.

Reading Standard Co., Reading, Pa.	
Model A, Single cylinder, 3 horsepower, chain drive.....	225
Model B, Single cylinder, 2¼ horsepower, chain drive.....	210
Model C, Tandem, 3 horsepower, chain drive.....	300

Curtiss

G. H. Curtiss Mfg. Co., Hammondport, N. Y.	
Double cylinder, 5 horsepower, belt drive.....	275
Single cylinder, 2½ horsepower, belt drive.....	200

Crouch

Crouch Motor Co., Stoneham, Mass.	
Single cylinder, 3 horsepower, belt drive.....	170

Harley-Davidson

Harley-Davidson Motor Co., Milwaukee.	
Single cylinder, 3 horsepower, belt drive.....	210

Reliance

Reliance Motor Cycle Co., Addison, N. Y.	
Single cylinder, 2½ horsepower, belt drive.....	175

Emblem

Emblem Mfg. Co., Angola, N. Y.	
Single cylinder, 2¼ horsepower, chain drive.....	210

Torpedo

Hornecker Mfg. Co., Whiting, Ind.	
Single cylinder, 2¼ horsepower, chain drive.....	210

dirty or water that may be in the gasoline, is likewise a very substantial improvement. The whole machine is beautifully worked out and usually proves a revelation to the man who has never seen one and to whom the very idea of a motor bicycle with a four cylinder engine suggests oddity.

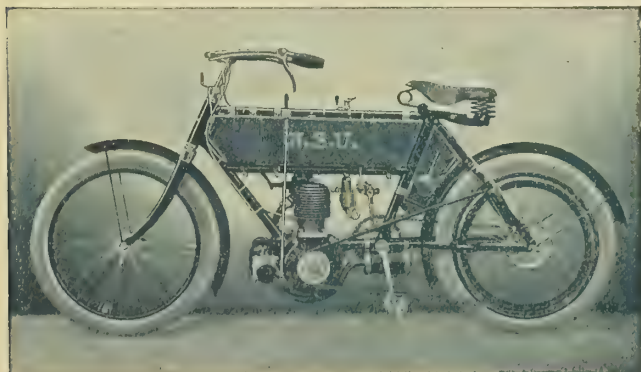
The range of selection afforded by the N. S. U. line is one of its remarkable attributes. The New York agent, J. F. McLaughlin, is listing no less than five different models—3 single cylinders—which have mechanical valves—of 3, 3½ and 3¾ horse-

power, and 2 "doubles" of 4 and 6 horsepower. All are regularly equipped with magneto ignition, but of course, dry batteries can be substituted if desired. All have long wheel, the "doubles" having a length of 59 inches, and are built low, 24 and 26 inch wheels being employed. All machines are fitted with two brakes—a rim and a band brake, and a special combined canvas and rubber V belt, instead of leather, is used for the transmission. On the "doubles" option is offered of a two-speed gear, which affords a free engine. The N. S. U. machines are all well and strongly built.

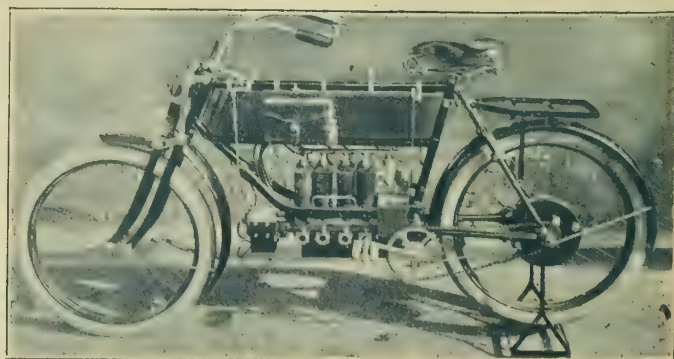
The American prices include magneto ignition.

Wouldn't this issue of the *Bicycling World* and *Motorcycle Review* be a good one to place in the hands of that friend of yours who ought to be riding a bicycle, or who is likely to become interested in motorcycles? If so, remit ten cents in stamps and a copy will be sent at once.

If you are interested in Motorcycles, "Motorcycles and How to Manage Them" is the very book you need. Price, 50 cents. The *Bicycling World* Co., New York.

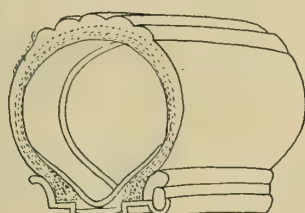


N. S. U., 3 H. P., \$230.

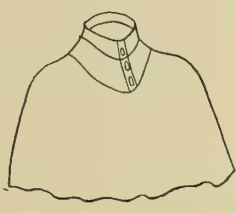


F. N., 4½ H. P., \$350.

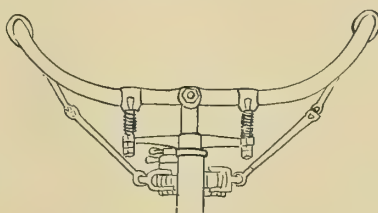
Motorcycle Accessories and their Development



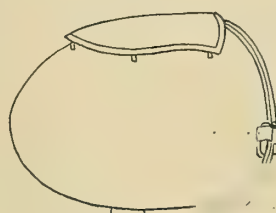
Goodyear Tire.



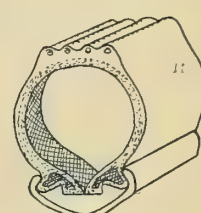
Gilbert Rain Cape



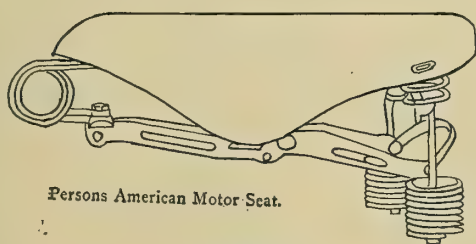
Corson Spring Handle Bar.



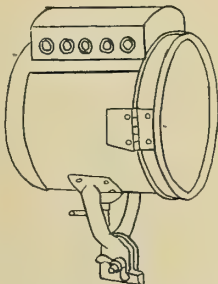
Columbia Light.



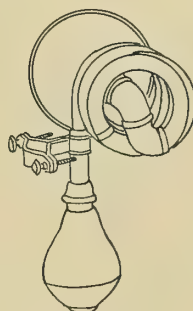
G & J Midgley Tread Tire.



Persons American Motor Seat.



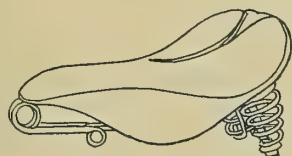
20th Century Searchlight.



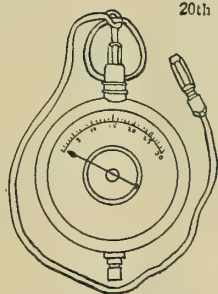
Baker's Bullfrog Horn.



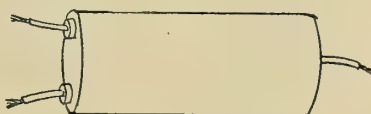
Persons Motor Seat No. 2.



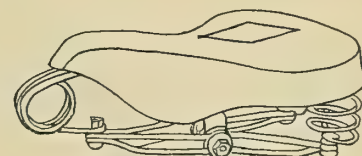
Mesinger Cavalry Saddle.



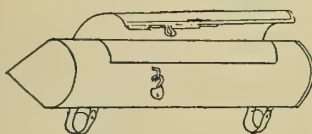
Eldredge Battery Ammeter.



Splitdorf Spark Coil.



Troxel Saddle.



Widmeyer Lockable Tool Box



Duckworth Roller Chain

While the motorcycle is but fairly getting into its stride, already it has brought in its train a number of notable accessories particularly adapted to the needs of the power driven machine and its operator. Not a few of them are but enlargements or adaptations of similar goods as applied to bicycles or motor cars, while others are distinctly original and fill special bills of their own, apart from such standard wares as spark plugs, goggles, batteries and the like.

E. H. Corson, who is now manager of the Motorcycle Specialty Company, Boston, Mass., and who was one of the pioneer motorcyclists of this country, was one of the first to turn his experience and ingenuity to good purpose. The Corson spring handle bar, Corson tool bag, Corson muffler cut-out, operatable from the saddle, the Corson handle bar luggage carrier, and the Corson combined stand and luggage carrier are the results.

C. A. Persons, the head of the saddle making Persons Manufacturing Company,

was another prominent member of the bicycle industry who early foresaw the probabilities of the motorcycle and who turned his talent to advantage in the production of motor seats of the famous Persons quality. He makes them in two patterns, the Persons American motor seat and the Persons motor seat No. 2, each of which is an attractive creation incorporating the ingenious combination of comfort affording springs and hammock tops, for which Persons long has been famed.

During the last year, the Troxel Manufacturing Company also added a motorcycle saddle to their extensive line of bicycle seats, and it since has enjoyed its measure of favor.

The H. & F. Mesinger Mfg. Co., likewise veteran saddle makers, who were quick to discern the opportunities afforded by the power driven bicycle and promptly produced a saddle particularly designed for the use of its rider, have within the past month brought out a departure in seats of the type that is termed a cav-

alry type, having a padded top with depressed center and sloping sides.

The good old 20th Century Manufacturing Company were the first to place on the market a gas lamp specially designed for motorcycles, one of the separate generator type; and they signalized the year 1907 by introducing a diminutive but true form of gas searchlight.

The Hine-Watt Manufacturing Company, whose Columbia gas lamps have been long and favorably known, also created something of a flutter by presenting a motorcycle lamp of the decidedly distinctive cartridge shape made familiar by the lamps in use on automobiles.

Originally single tube tires were the equipment of practically all motorcycles, but it was soon discovered that they did not fill the bill and with the discovery came a demand for the G & J detachable double tube tires, which demand has increased until practically no other is in the running. The G & J motorcycle tire is specially designed for use on the gas driven

dicycle and this year is being provided with special double clinching hollow steel rims, opeion being afforded, also on a tire with a Midgley non-skidding flat tread, which in itself is one of the remarkable achievements of recent months. Last year, however, the Goodyear Tire & Rubber Company entered the arena with a pocket edition of their mechanically fastened automobile tire with its detachable flange and a circular locking ring, a form of construction radically different from anything previously applied to a bicycle of any sort.

F. B. Widmayer, the first New York dealer to handle motorcycles, has of late been throwing considerable energy into the development of specialties borne of his long experience. They include a metal tool box attachable to the top bar of a motorcycle, and which may be locked, a combined stand and luggage carrier, a vest pocket funnel, a gasolene injector and a dozen other of the "little things that come handy."

While they have not entered the field of origination, F. A. Baker & Co., New York, probably are best entitled to the term,

"Purveyors to Motorcyclists." They cater to their every want, carrying in stock a complete line of spark plugs, goggles, gauntlets, leggings, batteries, lamps, saddles, etc., at the same time specializing their bullfrog horn and an idler for application to chain driven motorcycles.

The Prospect Motor Co., Brooklyn, N. Y., is specializing several imported sundries, among them a separate generator lamp, a siren and an aluminum clip or strap for holding the wiring snug and safe.

The Aurora Automatic Machinery Co., Aurora, Ill., are the only American makers of special motors and other component parts which go to make up complete motorcycles; but the Manufacturers Foundry Co., Waterbury, Conn., whose experience and facilities are beyond question, are now bidding for contracts for motorcycle castings of practically every sort, and having recently added the necessary equipment for machining and finishing their castings, they are in position to submit favorable figures to manufacturers or intending manufacturers.

Of what may be termed the integral appliances that are absolutely necessary to the operation of motorcycles, none are better known than the famous Splitdorf spark coil, which everywhere is recognized as being of the highest standard. Recently the Gordon Auto Supply Co., Boston, Mass., placed motorcycle spark coils on the market, among them one which is claimed to be the smallest ever devised for practical use.

In chains, the makers of the Duckworth and the Diamond each have developed special designs and constructions applicable to motorcycles. The same is true of J. H. Sager, the maker of the Sager spring fork, which is applicable to both bicycles and motorcycles, old and new, and which has created a greater furore and found more favor than any one article which has been introduced during late years. The Jones speedometer, made famous by automobile use, is another article that has been adapted for bicycle and motorcycle use, and is indeed the only speed indicating device available.

The Men Who Carry Large Stocks and Supply the Dealers

As in every other line of merchandizing on a large scale, there are jobbers in the bicycle business. While a few of these, such as the New York Sporting Goods Co., and A. G. Spalding & Bros., of New York, also conduct retail departments, most of the jobbers deal solely with the dealers. The latter find it of great advantage to buy the various lines that make up their assorted stock, all from one place, on account of the economies in shipping charges and because of the simplifications in bookkeeping and credit matters. The jobber is generally found to be a friend of the dealer and his wise adviser on market conditions and probabilities, saving him many a costly error.

In addition to the regular jobbing lines of rims, chains, sprockets, bells, handle bars, saddles, lamps, tires, cements, enamels, compounds, tools, spokes, grips, guards, lacings, pedals, balls for bearings, graphite,

lubricants, coaster brakes, hangers, cranks, ball races, repair outfits, stands, chain brushes, toe-clips, tape and other supplies that go to make up thick catalogs as well as the stock necessary for the needs of the retailer's requirements, many jobbers market special lines bearing their own name or brand, which usually are sold at special prices.

The New York Sporting Goods Co., for instance, makes a leader of a \$25 bicycle equipped with coaster brake and called the Victor. This is handled in connection with the Hudson bicycles, to round out the line. Of their other branded specialties the Royal Stag and the Elk Extra Heavy tires are prominent. Jos. Strauss & Son, of Buffalo, make a specialty of tires, their Sandow tires being made in several types, while the Beckley-Ralston Co., Chicago, specialize a three bar or truss frame bicycle. A. G. Spalding & Bros. have for years

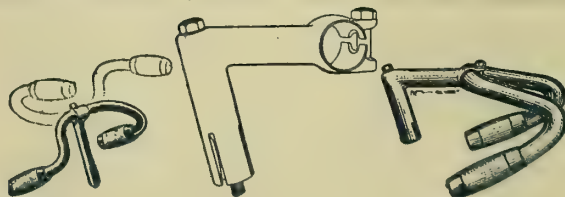
been marketing their Spalding and Nyack bicycles, which have found favor among a big list of dealers as offering a very complete line, including machines for women as well as men, together with juveniles, of course.

Among other jobbing concerns conspicuously active in present day bicycle affairs are the Wilson Trading Co., of New York, the "old Philadelphia house," George W. Nock Co., Sidney B. Roby & Co., of Rochester, the Kelsey Co. and the Vim Cycle & Hardware Co., of Buffalo, and the Excelsior Supply Co. of Chicago. Dotted over the map on the Pacific coast, in the South and in the extreme East are also to be found jobbers of more or less prominence who cover their respective territories thoroughly and well, forming a commercial chain that serves to bind the business together more closely and harmoniously than would be possible without them.

BUY THE BEST WHEN YOU CHANGE.
THE 1907 TORPEDO



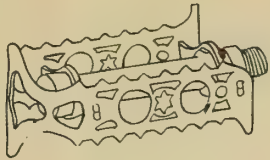
is a high grade motorcycle, fitted with Thor motor and our own patent spring fork. Enough said.
THE HORNECKER MOTOR MFG. CO., Whiting, Ind.



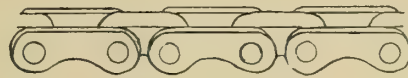
IDEAL HANDLE BARS

made in all shapes, widths and drops. Straight and forward extension stems made $\frac{3}{4}$ ", 13-16" and $\frac{7}{8}$ ", both in for- and malleable castings. Either nicked or in the black. Prices to suit all.

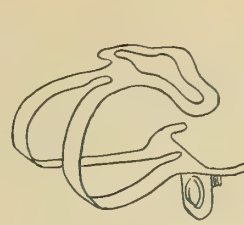
We are in a position to make prompt shipments at present.
IDEAL PLATING CO., No. 3 Appleton St., Boston, Mass.



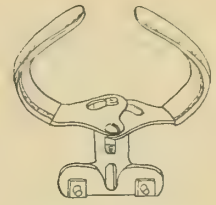
Standard Star Pedal.



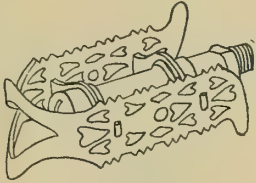
Diamond B Block Chain.



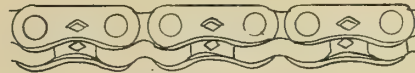
Standard Sager Toe Clip.



Bevin Royal Toe Clip.



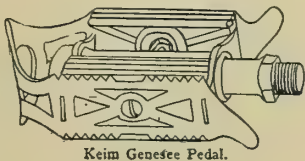
Standard Bridgeport Pedal.



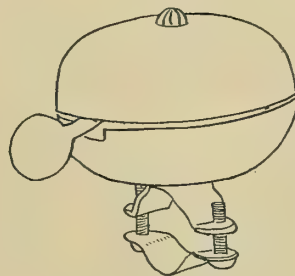
Diamond Nickel Steel Chain.



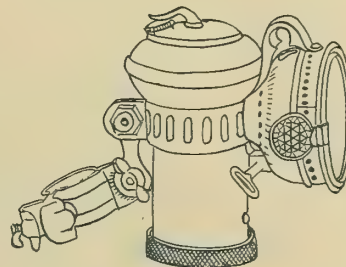
Morse Roller Chain.



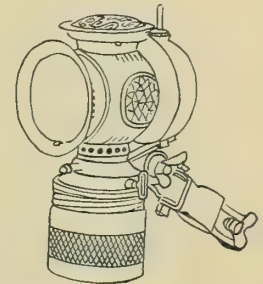
Keim Geneva Pedal.



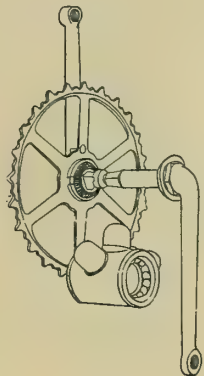
Mossberg Bell.



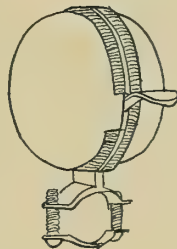
Columbia Gas Lamp.



Solar Gas Lamp.



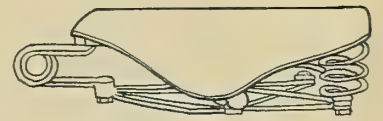
Keim Crank Bracket & Hanger.



Bevin Cathedral Bell.



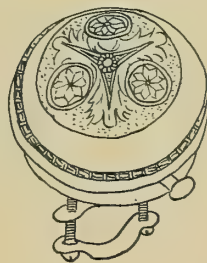
Persons Roadster.



Persons Dominion.



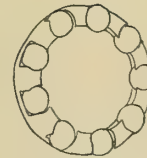
Standard Welding Co's
Chain Adjuster.



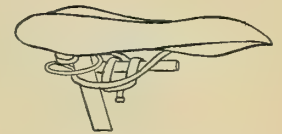
Bevin Bell.



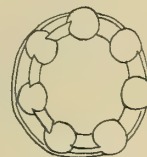
Standard Welding Co's
Seat Post.



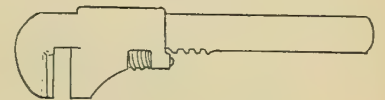
Sartus Ball Retainer.



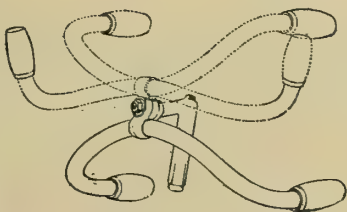
Troxel Saddle.



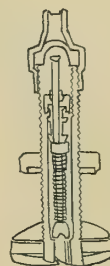
Star Ball Retainer.



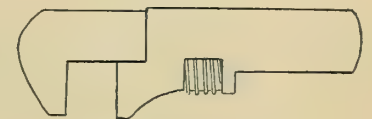
Mossberg Sterling Wrench.



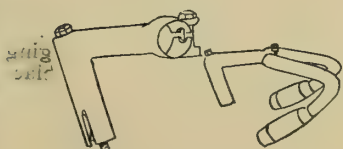
Kelly Handle Bar.



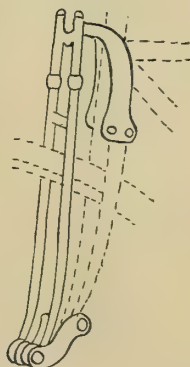
Schrader Valve.



Billings & Spencer Wrench



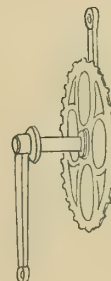
Ideal Handle Bar.



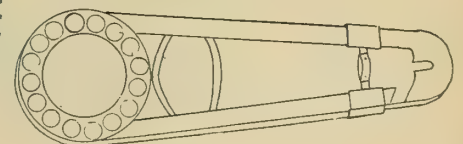
Sager Cushion Fork.



Jones Speedometer.



A. & J. Repair Hanger.



Forsyth Chain Guard.

The Parts and the Sundries

To attempt description of each and every component part that goes to make a bicycle even before it reaches a state where it can actually be ridden would be to fill pages such as this; to further enlarge upon the multitude of accessories that make for comfort and convenience, and compliance with the law of the land and human nature, would require as many more. Doubtless the average person has little idea of the array of parts required to make one finished bicycle. Even a glance through one parts catalogue such, for instance, as that of the John R. Keim Mills, Inc., of Buffalo, in itself an education.

As with the bicycles themselves the parts and sundries industry has been a survival of the fittest—a settling down process, which also has been one of elimination.

To "instance" again! The Keim people have, it would seem, after looking through the 80-page booklet, equipped their mills to produce everything to build a bicycle from the frame up, but then are more. "Head clips, butt joint clips, frame tees, handle bar tees, and lugs, single piece heads and seat post brackets and clusters; hanger brackets, fork ends and tips, cones innumerable, crowns and forks; tube specialties of every description, and bolts and nuts in innumerable array,"—these are only a few of the things that these mills turn out daily to make just frames. Then seat posts, handle bars, sprockets, hangers, pedals, hubs and bars they also make.

To cite the Keim Mills is only to draw attention to other makers who produce similar components. The well known Crosby Co., also of Buffalo, as well as the Worcester Pressed Steel Co., Worcester, Mass., stamp out thousands of fittings and specialties and the Standard Welding Co. makes many miles of tubing that go into bicycle frames, to say nothing of rims, fork sides, seat masts, seat posts, and the like. In this connection might also be mentioned the A. & J. Mfg. Co., Chicago, who make a specialty of repair hangers, and the Forsyth Mfg. Co., Buffalo, with chain, sprocket and mud guards, and L. B. Stevens, New York, who makes dress guard lacings.

Though not allied, sprockets and chains are very necessary to each other, and of the latter commodity the Duckworth Chain & Mfg. Co., the Diamond Chain and Mfg. Co., and the Morse Chain Co., supply the greatest bulk. The Parish & Bingham Co., Cleveland, manufacture more than 500 models of sprockets, and the Hydraulic Pressed Steel Co., of the same city, also makes a specialty of this very essential component. Which naturally suggests hubs, and who is there that has not heard of

Thor hubs, the product of Aurora Automatic Machine Co. ingenuity. There are many other essential parts to the anatomy of the bicycle, and that make easy running possible. The Star and the Sartus ball retainers are among these.

In handle bars, the Kelly Handle Bar Co., has always held an enviable position in the trade and it would indeed be a most remarkable rider who could not "find his position" in one of the 25 riding positions afforded by each bar. The Ideal Plating Co., Boston, too, has made a reputation for its bars that has withstood hard tests and long years.

So well and favorably known are the Star, Bridgeport and Standard pedals, of the Standard Co., Torrington, Conn., that they require no comment, as well as their spokes, nipples and toe clips. The Keim Mills also produce several styles of the Genesee pedals.

Leading up to what might properly be called accessories the Bevin Bros.' Company's catalogue is a revelation. It devotes no less than 31 pages to bells—yes, bells, just bicycle bells. Besides the innumerable models of bells the Bevins produce hundreds of thousands of trouser guards, lamp brackets, toe clips and repair fork tips.

Reverting to the subject of bells, what a volume of sound would be made if all the bells ever turned out by the factories of the Frank Mossberg Co., and the Bevin Bros. Mfg. Co., could be sounded at one time. But not an unmusical sound, judging by the tones of individual bells. The Mossberg Co., by the way, though such an aside is hardly needed, produces large quantities of wrenches. The Billings & Spencer Co., Hartford, Conn., too, have been making wrenches—and making them right—for years. "B. & S." as applied to wrenches, has been a cycling watch word for more than two decades.

"Let your light so shine," is a text that ever has been uppermost in the minds of the heads of the Badger Brass Mfg. Co., and the 20th Century Mfg. Co., and their products—the Solar and the 20th Century—have made the dark paths easy to travel for cyclists for years. The Hine-Watt Mfg. Co. of Chicago, has in its Columbia gas lamp one that "operates the same as your old barn lantern"; in other words, it is provided with a gas valve that turns down and out or up, as conditions may require.

Possibly no one word in the cycling vocabulary suggests more to the esthetic rider than "Persons." Its significance is great and its embracement wide. It stands for comfort, quality, grace—a symposium of complimentary, but well deserved, adjectives. It signifies to-day what it always

has stood for—the acme of perfect saddle construction. No more need be said. Such eulogy does not necessarily make the Troxel and Mesinger saddles stand in reflected glory; far from it; each is surrounded by a distinctive atmosphere all its own and each has its hosts of adherents.

"Love" may make "the world go 'round," as some one has suggested, but it takes something else to grease the axles. So it is with bicycles, in a way. A manufacturer may turn out a highly polished bearing, but it will soon cease in the faithful discharge of its duty unless aided by the soothing influence of lubricant. To make the wheels of life move smoother has been the life-long mission of "3 in One" oil, and how well it has succeeded every one knows. There is a man up in New Bedford, Mass., who always has believed in getting through life as easy as possible, and in consequence he has devoted years of energy in making good oil, thus enabling others to follow his precepts. His name is William F. Nye, and "Nyol" is his specialty.

And how many nasty, cheap tires, and disabled tires have had their lives lengthened and service prolonged by a good tonic of Neverleak?

It seemed quite natural that the Jones speedometer, which became an automobile standard, should be adopted for bicycles, especially as there are so many more bicycles in use than there are automobiles.

Sager's spring forks is the conspicuous development—and a grateful and far-reaching one—of the past twelve months. And it is not puffery to say that it deserved to "catch on" as it has "caught on." It is a great contribution to comfort and it is within the reach of all; it can be applied to old bicycles as readily as to new ones, and without the use of special tools and with little labor. Its range of comfort giving flexibility is remarkable.

And the baby! It wouldn't do to forget the accessory produced by T. C. Bradford, of Wilmington, Del., that enables the youngest member of the family to ride with his dad. You're not a father? Very well, then Bradford's contrivance is as handy or handier for carrying luggage or packages, as for carrying kids.

Last, but by no means least, is the very newest in the sundry line. It, too, is a "Baby"—gasolene torch. It is purely automatic, works without air pressure and lights with a match. It enables the tourist to do a bit of soldering on the road. In connection with the "Baby" torch the Marion Co., of New York City, who are making it, offer the Marion soldering kit, put up in a duck envelope, including copper, scraper, solder and "Baby" torch.

THE MEN OF THE YEAR AND THE RECORDS

While none of them figure in the record table so far as last year's achievements are concerned, the three best men of the year are easily named. They are Frank L. Kramer, Robert J. Walthour and Charles A. Sherwood, and each is unquestionably the champion in his respective class.

Although no professional track championship has been run in America since

1905, when Kramer triumphed after a notable fight against Iver Lawson, the prominent-chinned Jerseyman must be acceded to be the most brilliant professional performer in this country today.

In 1906 no professional championship races were run, but a series of races were held that virtually decided the supremacy. It consisted of a series of match races between the acknowledged two best sprint-

ers—Kramer and Lawson. Two words will suffice to tell the story: "Kramer won!" And just as a matter of accentuation it might be added that previous to his victory over the "Flying Swede," Kramer went to Europe and trounced every one of the fliers there, concluding his triumphant tour with a great victory in the Grand Prix. There are few who would deny him the spurs he has so richly earned.

The season's racing produced another champion—Charles A. Sherwood, the young New York broker, who won the ti-

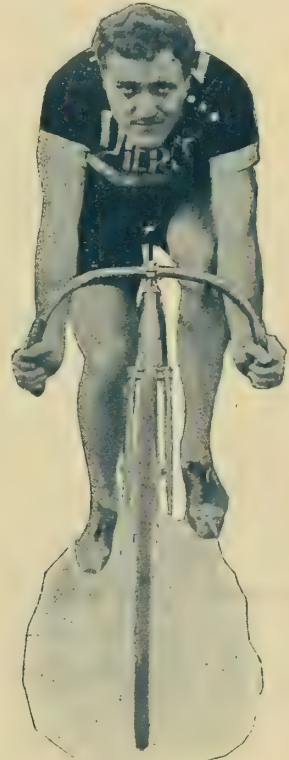
style of racing, a distinction that has not been accorded any other American rider, and both at home and abroad he has been a most consistent winner. At the opening of the season last year Walthour won several victories over England's champion, later going to Europe, where he took the measures of national and world's champions. Returning to America he twice de-



CHARLES A. SHERWOOD



ROBERT J. WALTHOUR



FRANK L. KRAMER

tle of amateur sprint champion, only by assiduous application to the task he set for himself. Although starting late he was the biggest individual winner of the season, scoring 6 firsts, 5 seconds and 2 thirds, and in the championships he won the titles in the two, five and one-third mile events.

While there are several leading pace followers in America it is safe to say that none of the present regime has scored more notable victories than Robert J. Walthour, of Atlanta, Ga. The blond Southron has once won the world's championship at this

feated the world's hour record holder who was in this country at that time.

Iver Lawson was the biggest individual record breaker of the year; but all the American records were made on the Salt Palace Saucer, at Salt Lake City. A compilation of the records for the principal distances follows:

Amateur Records

Distance.	Style.	Character of Record.	Holder.	Where Made.	Date.	Time.
¼ mile....	unpaced....	competition....	Marcus Hurley.....	Vailsburg.....	July 27, '02	0:28¾
¼ mile....	unpaced....	against time....	Calvin Snow.....	Providence.....	Aug. 25, '96	0:25
¼ mile....	paced....	against time....	R. G. Holzel.....	Spokane.....	Sept. 4, '99	0:20½
¼ mile....	unpaced....	against time....	N. C. Hopper.....	Salt Lake.....	Aug. 19, '02	0:25
⅓ mile*....	unpaced....	competition....	W. S. Fenn.....	Hartford.....	Sept. 3, '00	0:38¾
⅓ mile....	unpaced....	against time....	A. B. Simons.....	Deming.....	May 26, '96	0:33¾
⅓ mile....	paced....	against time....	R. G. Holzel.....	Spokane.....	Sept. 26, '99	0:29¾
½ mile....	unpaced....	competition....	M. L. Hurley.....	Providence.....	Aug. 13, '02	0:57¾
½ mile....	unpaced....	against time....	N. C. Hopper.....	Salt Lake.....	Aug. 7, '02	0:53¾
½ mile....	paced....	against time....	Geo. Leander.....	Indianapolis.....	Sept. 29, '00	0:44¾
¾ mile....	unpaced....	competition....	J. B. Hume.....	Salt Lake.....	June 28, '06	1:25¾
¾ mile*....	unpaced....	against time....	S. H. Wilcox.....	Ogden.....	July 20, '05	1:32¾
1 mile*....	unpaced....	competition....	J. B. Hume.....	Salt Lake.....	June 27, '06	1:55¾
1 mile....	unpaced....	against time....	J. B. Hume.....	Ogden.....	July 13, '05	2:00¾
1 mile....	paced....	against time....	Sam Sulkin.....	Charles River P'k.....	July 25, '03	1:13
5 miles....	unpaced....	competition....	S. H. Wilcox.....	Ogden.....	June 28, '05	10:31¾
5 miles....	unpaced....	against time....	O. B. Hackenberger.....	Denver.....	Dec. 13, '95	11:56¾
5 miles....	paced....	against time....	Walter Smith.....	Vailsburg.....	July 27, '02	7:18¾
5 miles....	paced....	competition....	Sam Sulkin.....	Providence.....	Aug. 22, '03	7:07¾
10 miles....	unpaced....	competition....	J. P. Linley.....	New Haven.....	May 30, '02	21:23
10 miles....	paced....	against time....	Joe Nelson.....	Vailsburg.....	Oct. 5, '01	16:21

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TOLEDO, OHIO

Distance.	Style.	Character of Record.	Holder.	Where Made.	Date.	Time.
10 miles.....	paced.....	competition.....	Sam Sulkin.....	Providence.....	Aug. 22, '03	14:08½
25 miles.....	unpaced.....	competition.....	Ed. W. Forrest.....	Vailsburg.....	July 28, '01	1:00:39
25 miles.....	paced.....	against time.....	Joe Nelson.....	Vailsburg.....	Oct. 5, '01	0:41:27
25 miles.....	paced.....	competition.....	John Nelson.....	Montreal.....	Aug. 10, '99	0:47:37
50 miles.....	unpaced.....	competition.....	J. P. Jacobson.....	New York City.....	Aug. 25, '99	2:05:00½
50 miles.....	paced.....	competition.....	John Nelson.....	Montreal.....	Aug. 10, '99	1:38:26½
100 miles.....	unpaced.....	competition.....	W. Torrence.....	New York City.....	Aug. 25, '99	4:57:24½
24m. 1,472 yds. unpaced.....	competition.....	Geo. H. Collett.....	New York City.....	May 30, '00	1:00:00	
35m. 1,055 yds. paced.....	against time.....	Joe Nelson.....	Vailsburg.....	Oct. 5, '01	1:00:00	
31m. 460 yds.†. paced.....	competition.....	John Nelson.....	Montreal.....	Aug. 10, '99	1:00:00	
47m. 1,662 yds. paced.....	competition.....	Bardonneau.....	Paris.....	Oct. 4, '06	1:00:00	

Professional Records

¼ mile.....	unpaced.....	competition.....	F. L. Kramer.....	Vailsburg.....	May 4, '02	0:28½
¼ mile.....	paced.....	against time.....	Major Taylor.....	Chicago.....	Nov. 9, '99	0:20
¼ mile.....	unpaced.....	against time.....	Iver Lawson.....	Salt Lake.....	July 4, '06	0:23½
⅓.....	unpaced.....	competition.....	E. C. Bald.....	Charlotte, N. C.....	Nov. 3, '97	0:38½
⅓.....	paced.....	against time.....	J. S. Johnson.....	Nashville.....	Oct. 29, '96	0:27½
⅓.....	unpaced.....	against time.....	W. W. Hamilton.....	Coronado, Cal.....	Mar. 2, '96	0:34½
½ mile*.....	unpaced.....	competition.....	A. J. Clarke.....	Salt Lake.....	Aug. 14, '06	0:53½
½ mile.....	paced.....	against time.....	Major Taylor.....	Chicago.....	Nov. 10, '99	0:41
½ mile.....	unpaced.....	against time.....	W. M. Samuelson.....	Ogden.....	July 13, '05	0:51½
1 mile*.....	unpaced.....	competition.....	F. L. Kramer.....	Vailsburg.....	Sept. 11, '04	1:49½
1 mile.....	paced.....	against time.....	R. A. Walthour.....	Charles River P'k.....	May 31, '04	1:06½
1 mile.....	unpaced.....	against time.....	W. M. Samuelson.....	Salt Lake.....	July 25, '01	1:53½
1 mile.....	paced.....	competition.....	Hugh MacLean.....	Charles River P'k.....	Aug. 27, '04	1:09½
5 miles.....	unpaced.....	competition.....	Ernest A. Pye.....	Ogden.....	July 11, '06	9:48½
5 miles.....	paced.....	against time.....	Joe Nelson.....	Charles River P'k.....	Aug. 27, '03	5:51
5 miles.....	unpaced.....	against time.....	Alex Peterson.....	Dayton, O.....	Aug. 4, '02	11:04½
5 miles.....	paced.....	competition.....	R. A. Walthour.....	Charles River P'k.....	May 31, '04	5:51
10 miles.....	unpaced.....	competition.....	W. M. Samuelson.....	Salt Lake.....	Aug. 5, '04	21:29½
10 miles.....	unpaced.....	against time.....	W. W. Hamilton.....	Denver.....	July 9, '98	23:09½
10 miles.....	paced.....	competition.....	R. A. Walthour.....	Charles River P'k.....	May 31, '04	11:29½
20 miles.....	unpaced.....	competition.....	E. C. Hausman.....	Madison Sq. Garden.....	Sept. 28, '01	46:06½
20 miles.....	unpaced.....	against time.....	W. W. Hamilton.....	Denver.....	July 9, '98	47:08½
20 miles.....	paced.....	competition.....	R. A. Walthour.....	Charles River P'k.....	May 31, '04	22:37½
25 miles.....	unpaced.....	competition.....	F. L. Kramer.....	Madison Sq. Garden.....	Sept. 28, '01	57:52½
25 miles.....	unpaced.....	against time.....	W. W. Hamilton.....	Denver.....	July 9, '98	59:13½
25 miles.....	paced.....	competition.....	R. A. Walthour.....	Charles River P'k.....	May 31, '04	28:15½
50 miles.....	paced.....	competition.....	Harry Caldwell.....	Charles River P'k.....	Sept. 1, '03	59:59
100 miles.....	paced.....	competition.....	Harry Caldwell.....	Revere Beach.....	Sept. 5, '04	2:48:11½
26 m. 19 yds.....	unpaced.....	competition.....	Woody Hedspeth.....	Dayton, O.....	July 31, '02	1:00:00
25 m. 600 yds.†. unpaced.....	against time.....	W. W. Hamilton.....	Denver.....	July 9, '98	1:00:00	
50m. 3 yds†.....	paced.....	competition.....	Harry Caldwell.....	Charles River P'k.....	Sept. 1, '03	1:00:00
59 m. 30 yds.....	paced.....	against time.....	Paul Guignard.....	Munich.....	July 30, '06	1:00:00
25 m. 969 yds.....	unpaced.....	against time.....	Petit-Breton.....	Paris.....	Aug. 24, '05	1:00:00
30 m. 855 yds.....	human paced.....	competition.....	Rene Pottier.....	Paris.....	Oct. 22, '05	1:00:00
105 m. 195 yds.....	paced.....	against time.....	Paul Guignard.....	Leipzig.....	Sept. 30, '06	2:00:00
26 m. 176 yds†.....	unpaced.....	competition.....	Chas. Vanoni.....	Madison Sq. Garden.....	Dec. 10, '06	1:00:00
312 m. 880 yds†.....	paced.....	competition.....	B. W. Pierce.....	Waltham.....	July 3, '99	12:00:00
474 m. 1,481 yds.....	paced.....	competition.....	Emil Bouhours.....	Paris.....	Mar. 24, '06	12:00:00
528 m. 925 yds.†.....	paced.....	competition.....	John Lawson.....	Los Angeles.....	June 10, '00	24:00:00
815 m. 291 yds.....	paced.....	competition.....	Emil Bouhours.....	Paris.....	Mar. 24, '06	24:00:00

* Made in handicap. † American records. ‡ Made in six-day race. Where no notation is made, world's record is understood.

Motorcycle Records

Since the destruction of the scientifically banked board track at Charles River Park at Cambridge, Mass., there has been no course in the country fitted for the terrific speed of which the powerful motorcycles are capable. The Garfield Park cement track in Chicago also was torn up late last year. It lacked the banking of the New England "saucer" but was fairly safe for racing motorcycles. To the credit of these

two courses, therefore, most of the existing motorcycle records stand. All other races have been run and all other records have been established on unbanked dirt tracks constructed for horse racing, excepting of course the notable straightaway performances of W. H. Wray and G. H. Curtiss on the beach at Ormond, Fla., in January of the present year. Because of the existence of the international weight

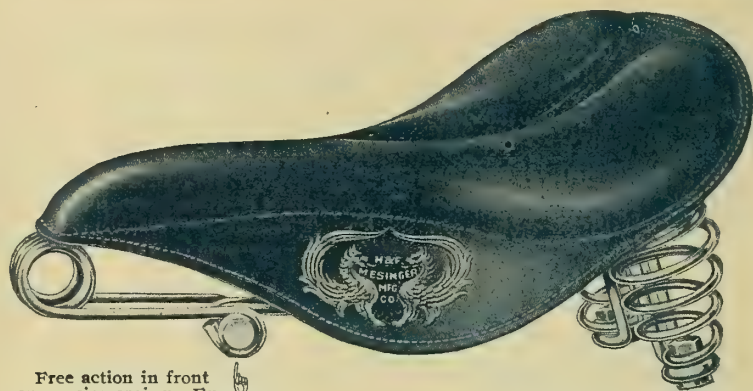
limit of 110 pounds many performances made on heavier machines which have been heralded as records, are not records at all. The only authentic records made in America which are known to have been accomplished on motor bicycles satisfying the international requirements and which have been recognized and booked by the Federation of American Motorcyclists, are the following:

Straightaway Records.

Distance.	Style of Start.	Character of Record.	Holder.	Where Made.	Date.	Time.
1 mile.....	F. S.....	against time.....	W. H. Wray, Jr.....	Ormond Beach.....	Jan. 24, '07	:44½
1 mile.....	F. S.....	competition.....	Glen H. Curtiss.....	Ormond Beach.....	Jan. 23, '07	:46½

Track Records.

½ mile.....	F. S.....	competition.....	J. B. De Rosier.....	Cambridge, Mass.....	Aug. 19, '05	:38½
1 mile.....	F. S.....	against time.....	F. C. Hoyt.....	Cambridge, Mass.....	Aug. 19, '05	:56½
1 mile.....	S. S.....	competition.....	F. C. Hoyt.....	Cambridge, Mass.....	Aug. 19, '05	1:10½
2 miles.....	F. S.....	against time.....	Glen H. Curtiss.....	Syracuse, N. Y.....	Sept. 18, '05	2:04½
2 miles.....	S. S.....	competition.....	F. C. Hoyt.....	Cambridge, Mass.....	Aug. 19, '05	2:10½
5 miles.....	F. S.....	against time.....	F. C. Hoyt.....	Chicago, Ill.....	May 30, '06	5:07½
5 miles.....	S. S.....	competition.....	F. C. Hoyt.....	Chicago, Ill.....	Aug. 19, '05	5:12½
10 miles.....	S. S.....	competition.....	F. C. Hoyt.....	Chicago, Ill.....	May 30, '06	10:38
20 miles.....	S. S.....	competition.....	F. C. Hoyt.....	Chicago, Ill.....	May 30, '06	21:11½
1 hour.....	S. S.....	competition.....	S. T. Kellogg.....	Rochester, N. Y.....	July 5, '06	41 1-16 miles.



Free action in front suspension spring. Enables the rider to proceed at high speed over all obstructions.

"CAVALRY" NEW MOTOR SADDLE

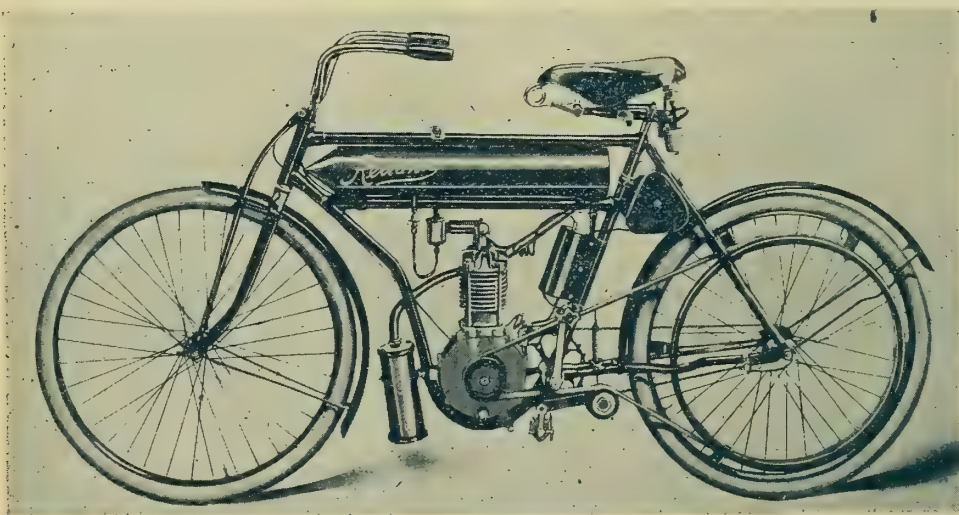
The top is built to give a comfortable seat and raised in front and back sufficient to prevent slipping forward or backward, no matter in which position the rider is seated.

The saddle is larger than an ordinary motor saddle and comes in form near to a Cavalry saddle.

Write for catalogue.

H. & F. MESINGER MFG. CO., 1807 First Avenue, NEW YORK, U. S. A.

RELIANCE MOTORCYCLES

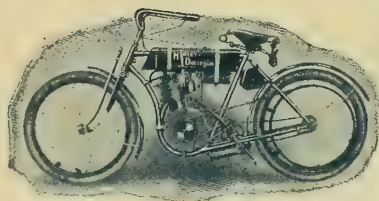


EMBODY all the latest improvements and refinements which go to make a thoroughly reliable machine. Wheel base 55 inches; weight 120 pounds. Grip control. Gasolene capacity, 100 miles; oil capacity, 200 miles. Equipped with Eclipse coaster 200 miles. Equipped with Morrow coaster for Seat.

2½ H. P., List Price \$175

We have a good proposition to offer a few more reliable agents. Write to-day.

Reliance Motorcycle Co.
ELMIRA, N. Y.



The 1907 Model Harley-Davidson

We appeal to those who seek the best.

For the booklet which explains why, address

HARLEY-DAVIDSON MOTOR CO.
Milwaukee, Wis.



The "Baby" Gasolene Torch

The Repair Kit of an Automobile, Motor Cycle, Bicycle, or Motor Boat, is incomplete unless it includes the Baby Torch. The soldering iron cannot be used without it. It is purely Automatic, works without Air Pressure, lights with a match, and has none of the objectionable features of other Torches. Compact, weighs 4 oz., 6 in. High when assembled, and burns Two Hours one filling. All Dealers or by Mail. \$2.00 Each.

A NEW Sundry. Marion Soldering Kit.

A practical Soldering outfit, put up in a fine duck envelope, including Copper, Scraper, Solder and Baby Torch, \$4.00 Each.

DEALERS, write us on this.

THE MARION CO.,
123 Liberty St., New York City

MOTOR CYCLE SPECIALTIES

1907 Indians and Yale Motorcycles
Now in stock, place order now.



Tool Boxes, Batteries, Lamp Brackets,
Plugs, Chains, etc.

For Indians, R. S. and Thor Machines.
Indian and Yale Motorcycle parts, etc.
Send for catalogues and circulars.

F. B. WIDMAYER,
2314 Broadway, New York City

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877.

Volume LV.

New York, U. S. A., Saturday, May 4, 1907.

No. 6

CAPITOL FOR THE CONVENTION

Manufacturers' Committee to Report in Favor of Midsummer Meeting at Washington—May Ride Bicycles, Too.

In all probability the mid-summer meetings of the Cycle Manufacturers Association and the Cycle Parts and Accessories Association will be held in Washington, D. C., during the month of August, the exact date is still to be selected.

After conference with his colleagues, D. P. Harris, the head of the joint committee to whom had been delegated the task of seeking a desirable location for the convention, has decided to recommend the Capitol and will render a report to that effect at the meetings of the two associations that will be held on Wednesday next, 8th inst., in Niagara Falls. Mr. Harris returned this week from a visit to Washington, whither he went to personally look over the ground. He made tentative arrangements with the New Willard Hotel for quarters for those who may attend the convention and also for parlors in which to hold the meetings; likewise for a trip on the Potomac to Washington's Tomb at Mt. Vernon. As the Jamestown Exposition is but one night's sail from Washington, that fact adds to attractiveness of the Capitol as a meeting place.

The mid-summer meetings of the two organizations are, of course, the "big meetings" of the year—the ones to which jobbers and the trade generally are invited and at which business is mixed with a "good time." Last year's convention held at Atlantic City was the biggest, best and jolliest "get-together" the cycle trade ever enjoyed; the memories and stories of it are likely to induce an ever larger attendance at Washington.

When Ralph D. Webster, of the Eclipse Machine Co., was in New York two weeks ago he remarked that if Washington was

selected as the meeting place, he meant to introduce a resolution at the Niagara Falls session that will give those present something to talk about. In short, Webster believes that men who make bicycles should demonstrate that they know how to use them and to that end he intends to propose that all members of the C. M. A. and the C. P. A. A. who go to Washington shall bring new bicycles with them and on them pay a visit to the White House.

England Exports Still Expanding.

For the month of March, Great Britain's exports attained a value of £110,156 as against £106,764 during March, 1906. The exports included 9,141 complete bicycles. For the three months ending with March, the foreign shipments aggregated £329,346, which compares with £313,298 for the corresponding period of last year.

More Room for Reading Standard.

The Reading Standard Co. has purchased outright the plant and business of the Reading Machine Co., which occupied a part of the Remppis building in Reading, Pa. The purchase will add considerably to the "elbow room" and facilities for producing the Reading Standard bicycles of both types.

Harris Becomes Onward Company.

E. T. Harris, the Chicago hub maker, has reorganized his business under the style of Onward Co., with himself as president and treasurer, A. T. Reed as vice-president, and Francis A. Stephani as secretary. The latter was for some time manager of Sears, Roebuck & Co.'s bicycle department.

Biggest Order for Coaster Brakes.

What is believed to be the largest order ever given for coaster brakes is that placed with the New Departure Mfg. Co., by the Mead Cycle Co., the Chicago mail order house. It is said to call for 26,000 of the hubs.

MR. MORRIS, HE MAKES DENIALS

"Storage" Man Disposes of Rumors in His Own Sweet Way—Then He Does Some Advertising.

The Manhattan Storage Co., New York, is not going out of the bicycle business, indeed it isn't. Adolph Morris, the senior member of Morris & Grinberg, who operate under the storage title, says so, and Mr. Morris has a reputation for veracity that some men might envy.

Reports that the ever fragrant firm intended to retire from the sale of cycles and sundries have been current for two or three weeks. They were so circumstantial that they even included the new title under which Morris & Grinberg would operate—the Associated Misfit Tailors, which of itself suggests the new field in which the pair would make use of their wonderful talent, which has been sharpened by devotion to many other professions, as for instance, lumber, watches, pianos, automobiles, not to mention bicycles or other things. A well known traveling man even averred that Morris personally had told him of the firm's intention to relinquish bicycles. "What's the use? We can't get no more joblots," is the reason which he is credited with advancing on that occasion.

Despite these reports, Morris, when sought out by a Bicycling World representative, denied the intentions ascribed to him. Mr. Morris loves the Bicycling World with a love that is as peculiar as is his firm's methods of merchandizing. Its representatives have paid him many visits, usually incog., and although the story of these calls always have been faithfully recorded they seem to have greatly distressed Mr. Morris, who appears to be the "whole storage"; Grinberg keeps himself rather in the background.

Upon the visit to secure denial or confirmation of the reports of his firm's ru-

mored retirement, his visitor's identity was frankly disclosed to Mr. Morris. That very moment his intense pleasure was made visible; he appeared on the verge of apoplexy.

"For why does the *Bicycling World* take such an interest in my affairs all the time?" he inquired with evidences of an emotion which the unthinking might almost take to be anger. "I cannot understand it that the paper should keep harassing me when our advertising it loses by such policies. You expect that we are going to tell about what we are going to do? No, we would not let it know about our plans no matter what we are going to do. We will tell nothings. We will conceal our plans from the *Bicycling World* entirely."

This generous burst of candor was a helpful guide to a better comprehension of his subsequent remarks.

"It is all a lie about our giving up business here," he continued vigorously. "We shall be here, right on this spot, for years and years yet. We have become a regular land mark here, and here we shall stay. Why should we give up the bicycle business here? Just because a lot of fellows want us to? A good many peoples have tried to put us out of business, but we're still here, ain't we, right at the old stand. And you can take it from me that we will be here for a long, long time yet. There is no reason why we should ever leave here, for nobody."

Pressed for some statement as to the clothing business rumor, Mr. Morris was most emphatic in branding it all as the mere gossip of busybodies.

"I got a right to go in the clothing business if I want to," he asserted. "I got the money to do it with, and there ain't anything or anybody that can prevent me if I want to. But who told you we were going into the clothing business? We don't mind other people's affairs the way they mind ours. We don't interfere with nobody that's in business, and we wish other folks would do the same. What we do is our business, and nobody else's. I ain't going into no clothing business, but I got a right to if I want to."

"No," he concluded, "there is nothing in it about our giving up this place or going into the clothing business—nothing at all."

In view of Mr. Morris's flat denial of there being any likelihood whatsoever of the Manhattan Storage Co. giving up the Cortlandt street store, the following excerpts from an advertisement this week appearing in one of the New York daily papers, over the Manhattan Storage Co.'s name, is of interest:

Forced to Move.

The Hudson Tunnel Company Has Condemned Our Building. Our Walls Coming Down.

The Hudson Tunnel Company has seized our building; has commenced to undermine the walls, and ordered us out. We fought hard to retain this store, but at last have been beaten. With no other store in sight, no building in which to store our great stock, we must sell at once.

EXPORTS SHOW SLIGHT INCREASE

United Kingdom Leads the List of Improved Markets with Mexico Second
—March Record in Detail.

With the close of March, it became apparent that the decline in exports which had prevailed during January and February had been succeeded by a slight reversal. As a matter of fact the returns show an increase of something like 3 per cent over those of March, 1906. The total valuation of cycles and parts exported during the month was \$162,316, revealing a gain of nearly \$5,500 over the corresponding figures of last year. This appreciation was distributed over nine divisions, the "Other Europe" aggregation leading with an increase of \$14,616, while France, Germany and Cuba followed in amounts ranging from \$10,000 or less to \$1,500. Gains also were revealed in the markets of Brazil, "Other South America" and British Australasia. Some of the more important markets, however, were responsible for a decline which was more uniformly distributed than the gains. In this movement Japan led with a loss of \$8,867 over last year, the United Kingdom, Mexico, Italy and the Netherlands following with \$4,668, \$4,509, \$3,212, and \$3,184, respectively.

The totals for the nine months ending March 30, show a loss of nearly \$150,000 from last year, and a condition nearly the same as prevailed in 1905, the difference amounting to a loss of only a trifle over 1 per cent. The Netherlands show the greatest slump during that period, with \$88,421, Germany and Japan following with less amounts, and seven other geographical divisions figuring similarly in still less depreciations. Of the six improved markets, the United Kingdom leads with \$54,446, Mexico, "Other South America" and Brazil, also showing gains of \$9,059, \$3,112, and \$2,258, respectively. The record in detail follows:

	March— 1906	1907	Nine Months Ending 1905	March— 1906	1907
Cycles and parts of—					
Exported to—					
United Kingdom	\$40,926	\$36,258	\$142,158	\$149,293	\$203,739
Belgium	2,213	2,805	24,487	18,842	20,697
France	3,577	13,511	25,748	30,798	24,340
Germany	1,946	4,032	35,874	73,725	27,130
Italy	5,618	2,406	15,962	28,411	17,968
Netherlands	11,139	7,955	32,198	119,699	31,278
Other Europe	35,505	50,121	96,689	177,844	168,725
British North America	7,512	5,407	70,484	35,186	26,805
Mexico	12,431	7,922	34,437	63,825	72,884
Cuba	2,807	4,376	27,113	28,399	27,442
Other West Indies and Bermuda..	1,575	1,997	23,275	17,506	15,600
Argentina		1,879	11,522	12,627	14,434
Brazil	1,108	2,318	8,503	6,473	8,731
Other South America	966	1,881	13,509	12,855	15,967
Japan	20,085	11,218	168,524	145,760	110,868
British Australasia	6,102	6,757	107,951	73,807	62,529
Other Asia and Oceania	876	829	42,276	23,583	19,797
Other countries	2,470	644	8,433	8,981	8,952
Total	\$156,856	\$162,316	\$889,143	\$1,027,614	\$877,886

Vindex Gets American Foothold.

E. L. Ovington, New York, has secured the American agency for the Vindex motorcycle, made by the South British Trading Co., of London. The Vindex is one of the British machines that impressed Ovington during his recent trip abroad, but his taking the agency is due to the presence in this country of Joseph Friedenstein, the American head of the South British Trading Co., who in the palmy days of the bicycle was a big figure in the imported parts trade in New York. Friedenstein's righthand man in London is another American, W. H. Wells, one of the former "road kings" of the famous Kings County Wheelmen of Brooklyn, N. Y. The Vindex is a 5 horsepower, two-cylinder machine, with belt transmission and magneto ignition, one of its most striking features being a front fork fitted with the Trufault shock absorber. Ovington's venture with the Vindex is a purely personal one and quite apart from the Ovington Motor Co., in which he remains the "main drive."

Death of an Indianapolis Dealer.

William R. Watson, one of the well known Indianapolis dealers, died at his home in that city last week, after an illness of two weeks, typhoid fever being the ailment. Watson was born in Bowling Green, Ky., but moved to Indianapolis in 1890, and a year or two later embarked in the bicycle business, in which he remained until his demise. He was 35 years old and leaves a widow and three children.

Dealer Celebrates 25th Anniversary.

Lincoln Holland, the veteran Worcester (Mass.) dealer is this spring celebrating his twenty-fifth anniversary in the cycle business. So far as known, no other dealer ante-dates him.

The Retail Record.

Deposit, N. Y.—James Schemerhorn, new store.

Westerley, R. I.—Albert Pilling, sold out to Walter F. Tefft.

The Goodyear Tire & Rubber Co., Akron, Ohio, have made a big reduction in the price of their mechanically fastened motorcycle tire; the new figure permits the tire now to be sold on a competitive basis.

THAT PESSIMISTIC ASSERTION,
 "All bicycles are about the same"
 DOES NOT APPLY TO
NATIONAL BICYCLES

There are more exclusive features of merit in the Nationals than in practically all other bicycles put together.

IT'S YOUR FAULT IF YOU ARE NOT ACQUAINTED WITH THEM
 OUR CATALOG'S FREE

NATIONAL CYCLE MANUFACTURING CO.,
 BAY CITY, MICH., U. S. A.

☞ It is better to buy "the best" tire and pay slightly more for it, than to purchase a "cheap" tire and repent later. "The Best" is the most economical in the long run.

FISK TIRES

are that happy medium of lightness and strength that insures Comfort and Long Wear.

☞ With our 1907 product, the Standard of Quality as set by us is the Very Highest—and no effort will be spared by us to maintain it in every respect.

THE FISK RUBBER CO., Chicopee Falls, Mass., U. S. A.

Boston
 Buffalo
 Denver

Springfield
 Cleveland
 Minneapolis

New York
 Detroit
 Seattle

Philadelphia
 Kansas City
 San Francisco

Atlanta
 St. Louis
 Los Angeles

Chicago
 Montreal

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

Published Every Saturday by

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Change of advertisements is not guaranteed unless copy therefor is in hand on MONDAY preceding the date of publication.

Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, MAY 4, 1907.

"The Bicycling World is a very welcome weekly visitor, indeed."—George G. Scott, Ridgefield, Conn.

Possibilities of the Tricycle.

The wee small plea for the tricycle expressed in last week's, the Spring Number of the Bicycling World, by Abbot Bassett, the veteran secretary of the League of American Wheelmen, merits more than passing notice.

At first blush, it certainly does smack of retrogression to advocate tricycles, but as Mr. Bassett said—and the "ashes of his youth" long since whitened his own locks—there are many elderly people who never rode a bicycle and who have not the courage to attempt it, but who nevertheless would like to get about with ease and some speed, such as the tricycle permits.

The best evidence that this view is sound is to be had at the Florida winter resorts, where a few tricycles are still to be rented and where they are in frequent use by elderly people who seek the health and relaxation which they afford. An occasional tricycle is seen elsewhere, but generally speaking, it is extinct as the dodo. On the other hand, in England and on the

Continent, the three-wheeler never wholly went out of vogue. There are a number of manufacturers who still produce them and during recent years, there has been manifested a disposition to consider them as being worth serious attention and advocacy.

While there is small prospect that any large demand for the tricycle can be worked up in this country, it does seem possible that some one manufacturer would find it worthy of his notice and a place in his catalog, and a line in his advertising, in fact, the mere listing of a tricycle backed by a small display of energy would in itself constitute advertising of an excellent nature that would excite the interest of a most desirable class of people, whose interest likely would lead to the sale of bicycles to the younger members of their families.

How Open Mufflers Hurt.

Although the injury to motorcycling caused by the open muffler nuisance long has been recognized by those motorcyclists who are given to thoughtfulness and who have loaned themselves to the campaign which the Federation of American Motorcyclists has waged for its suppression, each recurring spring serves to show that the process of education is still far from being complete. The new rider who seems to fancy that an open muffler is proof of his being the "real thing" and the older motorcyclist who "likes the noise" and does not care a rap for those who do not like it or for the harmful influence it exerts, is so much in evidence these days that it begins to appear that nothing short of repressive legislation will prove of effect.

The damage that the unnecessary noise can do was never better illustrated than by the situation that has arisen in Connecticut. In that State, several new automobile bills, in which motorcycles are involved, are pending. The F. A. M. has been quietly at work since their introduction seeking to have the little machines exempted and for a while all appeared smooth sailing. But there suddenly developed one of those busy legislators who periodically appear on such scenes and to whom logic does not appeal. Motorcycles were of small concern to him.

"They make more noise and scare more horses than do the automobiles," was the one fixed idea in his mind which outweighed all argument.

As a result of the noise the situation has entirely altered. What was an easy problem has become a hard one and the answer

is doubtful. If the motorcyclists of Connecticut do not fare well in the new legislature, they will have the man with the open muffler to blame for it.

Opportunities That Are Wasted.

If there is one class of cycle dealers that more than all others permits unusual opportunities to go to waste, it is made up of those who are located at winter or summer health resorts. Although a very large part of the population of such resorts is transient, with nothing to do but kill time and spend money, the cycle dealer who takes advantage of the conditions is the exception and not the rule. The average dealer in such a location makes little or no effort to induce the public to ride bicycles, and in that respect he is in sharp contrast to the liveryman and others who dance attendance upon the same trade.

Wherever there is a livery stable, for instance, there is sure to be some one "on the job," all the time, every day in the week, and every night as well. Not simply is the plant always ready for business, but in many cases almost extraordinary methods are taken to attract attention and draw patronage. Frequently, where saddle horses are kept the owners are prepared to give lessons in riding. Owners of even pony cars and goat carts seek to attract the patronage and pennies of the little ones.

Compared with this sort of activity, the average cycle dealer of nine such resorts out of ten is the driest kind of a "dead one." Frequently, though he may have wheels to rent, there is no outward indication of the fact about his store, and as for placarding a dead wall or advertising of other sort, he usually passes it up altogether, or else goes in for the sort of thing which merely indicates he is in the repair business.

If the men who are situated in such localities would only realize that they have to cater to a class of people who are idling about, waiting for something to do, that it is their privilege to provide them with amusement, and that that is to be done only by letting them know what is to be gained by riding, they would soon be able to quit work and wear a white collar seven days a week. There is absolutely no reason why a live man with a dozen or so good bicycles, a tricycle or two and a tri-car, should not be able to make enough money during the "season" to keep him in comparative comfort for the balance of the year—provided he knows how to advertise.

KEEPING TRACK OF SPARE PARTS

(Continued from Page 201)

"The spare parts are, or should be, arranged methodically, in a cabinet containing a large number of compartments or small drawers. Each compartment is numbered to correspond with the number on the parts record sheet. In taking out a part for a customer you notice that the supply of that particular part is nearly exhausted. You have not time then to order more, nor do you wish to send the factory such a small order, so you take a small steel clip, somewhat like the clips used to fasten sheets of paper together, only more compact, and you clip this device upon the upper edge of the sheet of your parts record. This means that you need more of that particular part, and at the end of the week, or month, or whenever you get enough clips, you send your order to the factory. Now suppose you order on the first of the month, and the parts should be in on the fifteenth, you do not remove the little steel clip, but merely slide it around to the right-hand edge of the sheet, and over the number of the day you expect the part, which in this case is 15. At the same time you enter on the sheet the order number upon which you order the part, or if you have no regular order blanks, the date of the letter ordering the goods will do equally well. When the fifteenth of the month comes and no parts have arrived, send a letter jogging the factory, and move your spring clip down five days ahead, that is to the figure 20, repeating this performance until the parts arrive.

"Every good business house keeps some record of incoming shipments. In my own records I use what I call a receiving slip, or for short an R. S. An R. S. is made out for everything that comes in, whatever that may be. Thus when our parts come in the fact is recorded on an R. S. and on our parts record system the number of the R. S. is put in the proper column as shown. If you have no such receiving system you can put the date in this column. Of course it is readily seen that in the next column the quantity of the particular part is recorded, and if this is the first shipment on the record the same figure is put in the next column as the balance on hand. So much for the incoming parts. Now let us consider the outgoing ones.

"Every part taken from our store must be taken out in one of two ways. If an order comes in by mail for shipment by the same route, or by freight or express, we make out a shipping order for it, or to abbreviate, an S. O. If the part is sold in the store a counter sale slip is made out, that is, a C. S. Now in the column marked "charge to" in our parts record, we put the number of the S. O. or C. S. and in the column immediately before it we put the quantity of the part called for on that particular order. At the same time we subtract the quantity taken out from the amount on hand previously, and put in the

proper column the balance on hand. Thus you see we are automatically forced to consider the number of parts left in the drawer, and if necessary to put a clip on the sheet to remind us to order more. Furthermore we can see at a glance, especially if only a few parts are left, whether the number of parts actually in the drawer correspond with the balance as given on the record. If not there is trouble somewhere. Thus the system watches over our parts cabinet, and although it will not prevent people from actually stealing the parts, it goes a long way towards that end.

"Let us see just what this system accomplishes. Summed up, its advantages are as follows:

"1st. It enables you to be certain of always having parts on hand.

"2d. It enables you to be certain of all minimum lots, as it keeps such close tabs on your stock. This means you have not a lot of capital tied up in superfluous stock.

"3d. It enables you to detect any negligence or dishonesty on the part of your employees, for if the number of parts in the drawer does not coincide with the number on the sheet, it means something wrong somewhere.

"4th. With this system you have a perpetual inventory. Think what it means to take an inventory of several thousand parts, as you would have to without this system.

"5th. You have a ready reference for parts, whereby you can get the list and trade prices without the necessity of computing them every time. This means greater accuracy in your billing department.

"The ultimate test of any system and really the only test worth anything, is to see how it works out in actual daily practice. If a system in your daily routine survives, and saves time and money, you are a poor sample of a business man if you do not retain that system. On the other hand if you have no system at present, and you learn of a system that will save you real money, you are in the wrong place as manager of your business if you do not adopt it.

"This system for keeping track of parts is not the result of a "brain storm," but is one that has stood the test of time, and not found wanting. Or, to be more accurate, the original system was found wanting and the present one came from it as a process of evolution," observed Ovington in conclusion.

Kerosene used with discretion will do all that is necessary to clean out the cylinder and crank-case, if the machine be pedalled in the stand, with the exhaust closed and crank-case pet-cock open. Such action followed up by proper recharging of crank-case will effect wonders.

If you are interested in Motorcycles, "Motorcycles and How to Manage Them" is the very book you need. Price, 50 cents. The Bicycling World Co., 154 Nassau St., New York.

COMING EVENTS

May, 5, Brooklyn, N. Y.—New York-Brooklyn Motorcycle Clubs' open spring century run.

May 5, Camden, N. J.—Stroud Wheelmen's third annual Camden-Atlantic handicap road race.

May 5, Baltimore, Md.—Lafayette Wheelmen's first open half-century.

May 5, San Jose, Cal.—Garden City Wheelmen's thirty-mile handicap observation road race.

May 12, Brooklyn, N. Y.—New York State division C. R. C. of A.'s eleventh annual spring century run.

May 30, Newark, N. J.—Bay View Wheelmen's annual Irvington-Milburn handicap road race.

May 30, Detroit, Mich.—Detroit Wheelmen's annual Belle Isle handicap road race.

June 30, July 4 and 7, Paris—World's championships.

Remedy for Warped Mud Guards.

Very often it happens that wooden mud guards lose their original shape and flatten out to such an extent that the guard rubs the tire or clogs with mud. As the price of a new guard is a small item, most repair men replace a warped guard with a new one, only to find that in a short time the new guard is as bad as the old one.

It is however, a very simple matter to not only restore a warped guard to its original shape, but to make it retain its form indefinitely. All that is necessary is to heat the inner side of the guard by moving it back and forth over a gas flame, at the same time firmly pressing the ends of the guard toward each other so that the radius of the curve tends to shorten.

The wood will be found to bend easily and the degree of heat required is not sufficient to destroy the finish on the outside of the guard. No doubt there is nothing new in this method of bending wood, but it was new to a Missourian, who having seen much annoyance from flattening guards, was finally "shown" how to overcome this source of trouble by an humble cooper engaged in making barrels.

Varnish for Insulating Terminals.

A coating of good shellac varnish for use in the insulation of the terminal wiring which greatly improves it in appearance is made as follows: Dissolve a piece of red sealing wax in gasoline, add a little linseed oil, and shake well; let it remain uncorked until the gasoline evaporates sufficiently to leave the varnish of the right consistency.

A coating of good shellac varnish will also effectually prevent wet from reaching the wires and thus causing short-circuiting. Some riders wrap insulating tape around the terminals to prevent short circuiting.

TWO HARD NUTS FOR FOGLER

French Promoters Pit the American
Against Rutt and Poulain and He
Runs Second Best.

Because he won the last six-day race in New York and also because it was his real debut as a match rider, Joe Fogler was the cynosure of all optical organs at Roubaix, France, on Monday, April 15th. The Paris prints had boosted Fogler, who looks like their own dear Seigneur, to such an extent, that the American went to the post somewhat of a favorite. But the promoters gave Fogler a rather tough nut to crack for his "opener," or rather two difficult propositions—Rutt and Poulain! Two champions! And Fogler had never ridden a classy match sprint race in his life! That he accredited himself so very well, and with only a couple of weeks' training, and that in miserable weather, is all the more to his credit.

Although the weather was threatening more than 2,000 persons ran the risk of ruining spring headgear to see these three riders battle for supremacy. That was a good-sized crowd for Roubaix. There were other races on the card but they were only the hors-d'œuvre on the menu; the piece-de-resistance was the international match between Poulain (France), Rutt (Germany) and Fogler (America).

In the first heat Poulain led slowly for two laps, followed by Fogler. On the last turn Rutt, who was in last position, came by his adversaries with apparent ease and got to the tape a length and a half in front of Poulain, who in turn led Fogler by three lengths.

Foxy Fogler sprang a surprise, so it appeared, on his adversaries in the second heat. On the second lap he jumped and got 50 metres lead before Rutt and Poulain recovered from their surprise. When they came to it was too late, and Fogler won by about 40 yards. Poulain beat Rutt to the ribbon for second.

In the last heat Fogler tried the same tactics, but Rutt and Poulain watched him closely. The American kept in front until the last lap, when Rutt came up on the outside like a cyclone. He and Fogler engaged but the American had to bow to the superior strength of the German. Poulain finished ten lengths behind. The final classification by points was Rutt, 5; Fogler, 6; and Poulain, 7.

Piston Displacement on New Hill.

The New York Motorcycle Club has "doubled up" with the Brooklyn Motorcycle Club in the promotion of its annual open hill climbing contest which as usual will occur on Decoration Day, but under the joint auspices of the two organizations. Unless present plans are upset, however,

the contest will not be held on the Fort George grade in upper New York City as in former years, but will take place on the rather famous three-quarter mile hill at Manhasset, Long Island, about ten miles from Brooklyn. Permission to use the hill has been applied for and there is little doubt that it will be granted.

Pending the issuance of the permit all details have been arranged. The contest will be unusual in that piston displacement instead of rated horsepower will govern the four classes that are scheduled, as follows:

Class 1.—For machines with motors the piston displacement does not exceed 21.20 cubic inches.

Class 2.—For machine with motors the piston displacement does not exceed 33.67 cubic inches.

Class 3.—For machines with motors, the piston displacement does not exceed 61 cubic inches, equivalent to twin cylinder motors, each cylinder measuring not over $3\frac{3}{8} \times 3\frac{3}{8}$ inch.

Class 4.—Free for all, five to enter, three to start.

A suitable means for measuring the cylinders will be provided for.

Motorcyclists Following Zigzag Routes.

A. J. Collum, the expert, and H. F. Ballew, the novice, who started from the Middletown factory, on motor Racycles, one headed east, the other west, are following such zigzag routes entailed by visits to Racycle agents, that McCollum is just about "finishing up" the State of Ohio, while Ballew is making ready to leave Indiana and enter Illinois. An idea of the "zigzagness" of their travels may be gathered from the fact that Ballew's route from Middletown, Ohio, to Chicago covers a distance of 1,410 miles. Both riders have encountered much rain and consequent mud, but the novice says he can now "handle his machine like an expert and get over as much ground as any one."

Poulain's Receipts on Percentage Basis.

Gabriel Poulain, of France, former world's champion, has a contract with a manufacturer for riding a certain make of bicycle that should prove very profitable to him. It is also unusual. It briefly states "cent per cent." The first prize in the Prix de Paques was \$200, and with a bonus of \$200 from the bicycle makers, and other extras, his day's work or rather, his two 12-second sprints brought him in about \$500.

Johnson no Longer "Dead Broke."

Axel Johnson is no longer a "dead broke tourist"; he now is a full-fledged commercial traveler with plenty of loose change in his pockets and an expense account to draw upon. The Miami Cycle & Mfg. Co., one of the backers of his southern trip, has put the Scandinavian on a regular salary schedule, so he will not have to go hungry or sleep in barns in the future.

PROVIDENCE GETS THE MEET

F. A. M. Mail Vote Favors Rhode Island
City—Details Being Arranged—Route
for Endurance Contest Selected.

The national meet of the Federation of American Motorcyclists will occur in Providence, R. I. The mail vote of the executive committee which formally settled the contest between Providence and Baltimore was decided early this week, the Rhode Island city receiving a majority of the ballots of course. The fact that the meet had been held in Maryland but three years ago is known to have greatly swayed the scales in favor of Rhode Island, as the attractions held out by both cities were equally enticing.

The Providence Motorcycle Club naturally is jubilant and the members promise that they will "make good" in every respect. The selection of the dates will rest largely with the club. At present the Rhode Islanders incline to the week of July 28—which is "Old Home Week" up there—but they will not settle the matter definitely until after consultation with the F. A. M. officials. Meanwhile committees are being selected and sleeves rolled up. Providence's victory carries with it the choice of three of the five national championships.

As the result of the mail vote left them free to act, the officers of the F. A. M. lost no time in deciding to conduct an endurance contest, as usual, and in selecting the route. H. J. Wehman, secretary of the F. A. M., Roland Douglass, chairman of the competition committee, and M. E. Toepel, chairman of the roads and tours committee, have been designated the committee to take charge of the contest. The route selected is the one that was so obviously the best for the purpose that no other choice seemed possible, i. e., from New York to Providence, via Poughkeepsie, N. Y., Lakeville, Conn., and Great Barrington, Lenox, Springfield and Worcester, Mass., a distance of 283 miles, which comprises the hilly but beautiful Berkshire country, and some grand roads, some not so grand, and about 25 miles that may be classed as "very indifferent." It has not been definitely settled whether the run will be made in one day or in two; if it is made in two days, one will be a very long day, the other a very short one.

Menues Bedell Gets "Second Money."

Menues Bedell, Verbist and Backer were the attraction at the opening of the Zurenborg track at Antwerp on the 14th. The American won the first heat of the paced race (15 kil.) in 12:03 $\frac{3}{4}$. Verbist got the second heat, (20 kil.), in 15:31 $\frac{3}{4}$, and the final (25 kil.), in 18:37 $\frac{3}{4}$. Bedell ran second both times.

SEEKING OUT THE BEAUTY SPOTS OF NATURE

**Large Prospects for Eleventh Century.**

From present indications, and if the strenuous efforts of Al Seeley, Fred E. Mommer, H. H. Hintze and some others are rewarded with success, the eleventh annual spring century run of the Century Road Club of America, New York State Division, bids fair to be the biggest affair of its kind in years. Something like 200 entries already have been received, although the run is not to be held until Sunday, May 12th.

As usual the run will be divided into two sections—slow and fast. The former, under the leadership of Herman H. Hintze, winner of last year's century and mileage competitions, will start from Bedford Rest, Bedford avenue and Eastern Parkway, Brooklyn, at 6:30 a. m.

The route to be followed is from Bedford Rest to Coney Island, Richmond Hill, Freeport, Hicksville and Massapequa, where a stop will be made for dinner. From Massapequa the riders will go to Amity-

ville, Hempstead and Valley Stream, finishing at Bedford Rest. The slow division will average 12 miles an hour and the pace of the speedy bunch will be four miles per hour faster. Silver medals will be the survivors' souvenirs. Entries close with the chairman, A. H. Seeley, 25 East Thirty-ninth street, New York City, on May 10th.

Big Crowd on First "Hundred."

Despite the unfavorable weather of Sunday last, 28th ult., the annual spring century of the Century Road Club Association proved one of the biggest successes in some time. No less than 126 riders, segregated into three groups, started, and most of them qualified for the souvenir medals. D. M. Adee, with J. W. Johnston and H. Heldman, took one division, and H. T. Mayo, assisted by Fred Larsen and "Lal" Ruch, kept a bunch of about 40 in line. The fast division was paced by Joe Eifler, the record holder, with Frank W. Eifler, Gus Duester and F. C. Graf as his aids.

Quaker Road Race Attracts New Yorkers.

If Jupiter Pluvius is favorable to cyclists to-morrow the third annual Camden-Atlantic City road race will very likely prove one of the most notable "curtain-raisers" in years. It will be the first road race run under National Cycling Association sanction, and a representative of the controlling board will have charge of the event at the start in Camden. Several well known metropolitan cracks have signified their intention of competing, among them being National Champion C. A. Sherwood, Frank and Joe Eifler, Fred C. Graf, Gus Duester, and S. R. Morrison. Many others have planned to go to Atlantic City and see the finish there and hold an informal "jubilee" in the afternoon and evening. Daniel M. Adee, president, and R. F. Kelsey, chairman Board of Control, National Cycling Association; H. T. Mayo, vice-president Roy Wheelmen; H. A. Glieman, president Tiger Wheelmen; F. L. Valiant, secretary Three P's are among the number.

GEORGET BROTHERS IN FRONT

Finish One, Two in Classic Long Distance Race in Paris—Americans Figure as Pacemakers.

Emile Georget won the challenge Dubonnet at Paris on Sunday, 7th ult. Not only did he win it, but he broke the record, covering in the eight hours 207.6 miles. His younger brother, Leon, finished only a length behind him. The Dubonnet trophy is held one year by the rider who puts up the most meritorious performance over a fixed distance. Last year it was won by Bouhours, who set up a record for 24 hours. This year's race was held at the Velodrome d'Hiver, and was the feature event of the last meet on the winter track.

Seven riders started at exactly 3:15 a. m., as follows: Emile Georget, Leon Georget, Petit-Breton, Georges Passerieu, Marcel Cadolle, Ringeval and Henri Cornet. The pace for the first ten miles was fast, Cornet leading at that point in 22:30½. He was soon after lapped, however. At the ending of the first hour the position of the riders was: Passerieu, Petit-Breton, Leon Georget, Emile Georget, 44 kil. 791 m.; Marcel Cadolle by 150 metres; Cornet by 5 laps, and Ringeval, by 7 laps.

Passerieu, the winner of the Paris-Roubaix, and Emil Georget led at the ending of the second hour, after the first named had led the bunch a merry chase for several laps. The others were scattered behind, the biggest losers being Cornet, with 19 laps, and Ringeval, with 24 laps. Passerieu, followed by Emil Georget, continued to sprint and had just lapped Cadolle, when they all three came together on the turn. Passerieu was the most hurt, but he was later able to go on the track, although he lost 45 laps. At the ending of the third hour the score was: Emile Georget, Leon Georget, 132 k. 483; Petit-Breton, 130 k. 150; Marcel Cadolle, 129 k. 150; Ringeval, 125k 150; Passerieu, 117 k. 483; cornet.

The position during the next hour did not change much, but Passerieu through the efforts of the pacers, Fogler, Bardgett and Deschamps, changed places with Cadolle. At the ending of the fourth hour the Georget brothers led with 173 k. 386. The time for 100 miles was 3:41:52½. At the ending of the fifth hour Cornet quit. Georget brothers were in the lead by 13 laps. They had then covered 215.736 k., well within the record. During the next 60 minutes the positions remained exactly the same, the Georget's score tallying 254 k. 250 m. (old record 236.400).

The Georget brothers continued in the lead and increased their advantage over Breton to 18 laps in the seventh hour. Passerieu did some splendid work and forged ahead of Ringeval. Cadolle quit at 254 kilometers. Passerieu gained a lap in the last

hour and Ringeval lost several. Emil Georget won out over his brother by a length in the final sprint. The distance covered was 334 k. 443 m., as against the old record of 313 k. 500 m.

Warm Going Ends Indoor Season.

Buffalo's season of indoor bicycle racing was brought to a successful close on last Saturday night, 27th ult., with the last athletic and bicycle meet at the 74th Regiment armory. Both bicycle events were hotly contested and something out of the ordinary. The five mile open had prizes for the leader at each mile and the other event was a consolation for the benefit of the riders who had not won prizes all season.

The five mile open was anything but the tiresome grind that most five-mile races usually are. By offering prizes for the leader of each mile a spirited sprint resulted for each of the prizes. Ed Delling captured two of the five. Arenz and McCracken took the first and third, respectively, and Fred Schudt proved the winner in the final, but only after a hard fight with Tanner and Fischer, who finished in the order named. Tanner's frequent sprints kept the crowd yelling throughout the race.

Because of the shortness of the consolation a good display of fast riding resulted. The event went for a half-mile and Young captured the final cleverly with Cushing second and Bauman third. The summaries:

Five mile open (two mile heats)—Qualifants: Fred Schudt, Al Mercer, J. M. Tanner, R. J. Hoover, Ed Arenz, Charles McCracken, Ed Delling, Adam Fischer. Final heat won by Fred Schudt; second J. M. Tanner; third, Adam Fischer. Time, 13:00½.

Half-mile consolation—Qualifants: Geo. Keipper, F. Cushing, Ed Felber, E. P. Young, Charles McCracken, W. E. Bauman. Final heat won by E. P. Young; second, F. Cushing; third, W. E. Bauman. Time, 1:11.

Quaker Motor Cops Form a Club.

Motorcycle Officer George W. Morley, of Germantown, formerly a member of the old Wissahickon Wheelmen, with a number of fellow motorcyclists in the Police Department, and enthusiastic bicyclists, have organized the Pennsylvania Motorcycle Club, making the second motorcycle club in the Quaker city. Temporary quarters have been secured at No. 262 North Broad street, Philadelphia.

Denver Motorcyclists in Line.

Motorcyclists in Denver, Col., have formed the Denver Motorcycle Club. It is the intention of the organization to hold club runs and races during the summer. The open muffler nuisance will be particularly discountenanced, it is stated. H. Tuffield was elected president; George L. Lucas, vice-president; T. G. Goudy, secretary, and Otto Gedhardt, treasurer.

MOTORCYCLISTS AT COLLEGE MEET

Cox Brothers Play Prominent Parts but "Hughie's" "Pants" Were a Feature—Real College Men Scarce.

Several motorcycle events were included in the card of races run at the Branford Driving Park track at New Haven, Conn., on Saturday last, 27th ult., under the auspices of the Yale Automobile Club.

The first event was a three-mile match between Peter Cox, on a single cylinder Indian, against "Hughie" Matterson, on a two-cylinder machine. "Hughie" should have been called "Pantsy" for his trousers were the feature of the race. The fact that they were about "seven yards" wide may or may not have proved an anchor; anyway, "Hughie" couldn't seem to get his double working and when he finally succeeded his trousers threatened to blow off his legs. Cox made a runaway of it, and had almost scored a lap on "Hughie" at the finish. Time, 5:20¾.

E. S. Johnson, "copped" the one mile race for members of the Yale A. C., in 2:46¾, with Burke trailing for second.

A three-man team relay race was won by J. Cox, A. C. Staley and F. M. Walker, each rider going a mile. The best time for a mile was made by Peter Cox, of the losing team, in 1:44.

Peter Cox walloped his brother, J. F. Cox, in a three-mile match. Both straddled Indians, the winner riding a single cylinder, and the other twice that. The summaries:

One mile for club members—Won by E. S. Johnson; second, Burke. Time, 2:46¾.

Open relay—Won by Team A (J. Cox, Staley and Walker); second, Team B (P. Cox, Forbes and Smith). Time for fastest mile, P. Cox, 1:44.

Three mile match—Won by Peter Cox, 2¼ Indian; second, J. F. Cox, 4 Indian. Time, 6:07½.

Three-mile match—Won by Peter Cox, 2¼ Indian; second, "Hughie" Matterson, M.-M. Times, 5:20¾ and 6:38.

Holland Heads Worcester Motorists.

Formal organization of the Worcester (Mass.) Motorcycle Club has been effected by the election of Lincoln Holland, president, and these other officers: Vice-president, C. A. Black; secretary, Edward A. Parker; treasurer, W. A. Traver; captain, E. R. Creamer. These officers with William P. Farrell, W. A. Woodward and L. R. Carron, will constitute the board of directors. Lincoln Holland, Jr., was chosen 1st lieutenant, H. F. Thurston 2nd lieutenant, and William P. Farrell standard bearer. President Holland and Secretary Parker were appointed a committee to call on the Worcester members of the State legislature to "back up" the efforts to obtain relief which are being made by the F. A. M.

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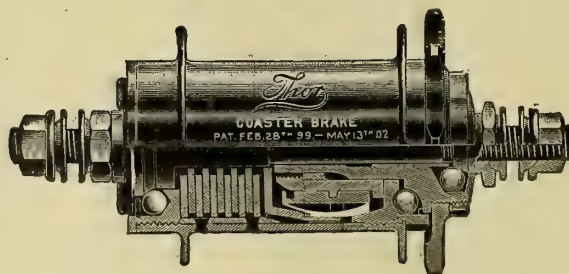
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CALIFORNIA AND ITS OILED ROADS

Why Visitors to the Southern Part Should Bring Their Motorcycles—A Delightful Touring Ground.

A Washington (D. C.) motorcyclist remarked to me at Riverside, Southern California, the other day, that his one regret was that he had not brought his machine with him. "I did not realize," he added "that winter touring was so delightful here." F. A. M. boys, and others of our clan, who contemplate spending a few weeks, or wintering, in this part of the world should bear in mind this gentleman's experience and bring their machines with them.

Although fully three-fourths of the motorcycles sold in Los Angeles are sold on the installment plan (\$25 to \$50 down and the balance at \$5 per week), none of the dealers will rent machines to strangers.

South of Los Angeles, the roads are mostly oiled and in fairly good repair, even in winter. After a few days rain, some of the streams and rivers which have a topsyturvy way of running most of the year—the river bed on top and the water underneath—have a knack of coming to the surface where there is no bridge, consequently one has at times to do a little wading.

Within a radius of twenty miles from the city, there are many delightful rides—to old San Gabriel Mission, San Madre, Altadina and Rasadena, all at the foot of the mountains; to the seaside resorts, Santa Monica, Venice, San Pedro, and Long Beach, where, at low tide, there is a perfect speedway. But the short rides are not to be compared with the more ambitious ones, for the country becomes more interesting and the roads invariably improve after the first ten miles from Los Angeles.

A fine ride of slightly under 200 miles is to take the upper road from Los Angeles, via Pasadena, Monrovia, Claremont and San Bernardino to Redlands (80 miles), returning via Riverside, Corona, Pomona and El Monte. This run is as easy as it is delightful. With the exception, perhaps, of Pigeon Pass, between Redlands and Riverside, there is not one difficult hill; and the Pass can be avoided by making a detour to Colton.

This run, too, touches three of the show places of the Pacific coast—Pasadena ("the crown of the valley"), Redlands and Riverside ("the little model city of the world"); and the road, skirting the rolling foothills, is for many miles bordered by orange and lemon groves. While it is a sunshine orgy all the way, the salt sea breeze from the Pacific blows over the plains to the right. To the left, the stately Sierra Madre mountains, snow-capped and cold, form the barrier between the deserts and luxurious civilization.

At Redlands and Riverside one can visit the orange packing houses and make side runs to Smiley and Rubidcaux Heights.

This ride takes the tourist down Magnolia avenue, between Riverside and Corona. Magnolia avenue, said to be one of the finest drives in America, is twelve miles long, and thirty feet wide, and lined with eucalyptus, pepper and palm trees. It is beautifully kept and reminds one of some of the drives in the private parks of England. There is another magnificent driveway at Riverside, as well kept as Magnolia—Victoria avenue, which has a special attraction in that it traverses the most productive orange ranches in the world.

The homeward ride to Los Angeles gives one a change of scene. Instead of orange



ONE OF CALIFORNIA'S OILED ROADS

and lemon groves, you pass cattle and sheep ranches, the pasture land being covered with a thick green, winter carpet, stretching far out to the sea.

For those who wish a longer excursion Los Angeles to San Diego fills the bill. There are two routes to San Diego. One, the shortest, follows the coast line, and is about 100 miles. The other, the inland route, is 60 miles longer, but more picturesque.

Exceptionally wet weather, which caused blocks and gaps in the road, cheated me out of the coast route to San Diego. It would, however, be hard to imagine a more picturesque hundred miles than those, taking the inland route over the mountains, from Riverhead to San Diego. Continuing south from Riverside, you at once strike the mountains, having to climb the Box Grade to Perris. From Perris to Elmore the engine has an easy time—there is a down grade to Lake Elmore. If the tourist cares to, he can give his engine a complete rest at Elmore, while he has a bath in one of the hot mud springs, for which the place is famous, and which the local residents claim will cure anything from a

cracked crank case or a fractured leg to a mis-fire or the heart disease.

South of Elmore, there are only a few lonely ranch houses, scattered along the mountain road; but here, as on all the principal automobile routes in Southern California, sign posts, erected by the Automobile Club, point the way. A machine developing good power will take one up almost all the mountain grades to San Diego. The only places where I had to walk were over occasional stretches of sticky adobe.

If time permits, a run of 17 miles south from San Diego takes one to the border of Old Mexico, where the folk, after church on Sunday, instead of attending a prayer meeting, go to the weekly bull fight.

Yet another longer tour is that from Los Angeles to San Francisco, 500 miles. Just as there are two routes to San Diego, so there are two ways of getting to San Francisco—the coast road and the inland. The one takes you through the fertile valley between the Coast Range and the Sierra Nevadas, via Bakersfield and Fresno; the other for the most part by the sea, through Santa Barbara, San Luis Obispo and San Jose. Either of these routes are picturesque in the highest degree.

Because of the unusual amount of rain this season, the roads to San Francisco have been almost impassible, but, as a rule even in winter, they offer no great difficulties. An eastern automobilist, after covering 2,000 miles in his car in Southern California, recently said that the conditions of the roads there is very much better than that of the roads in New England.

Certain it is that Southern California has many peculiar attractions for the motorcyclist. During the winter months oranges, not icicles, hang everywhere. Over the plains and foothills, covered with rich verdure, soothing to the eye, there blows from the ocean a pleasant bracing breeze, not the piercing winds of an eastern winter. One day can be spent amongst the groves and orchards, the next, on half a gallon of gasoline, you can be in the mountains, where if you linger late enough of an evening you hear the yelp of the coyotes and can well imagine civilization a thousand miles away. STANLEY BOWMAR.

Roller Skater Beats Bicyclist.

"Bob" Diefenbacher, one of California's amateur cracks in Salt Lake City, was defeated in his match race against Charles Wilkinson, champion roller skater of Utah and Michigan. Diefenbacher straddled a bicycle and Wilkinson used skates. Diefenbacher had the first heat clinched when his tire came off almost at the tape and the skater nipped him. Time 1:55. Diefenbacher won the second heat in 1:52½. The last heat was very exciting and Wilkinson won by a few feet in 1.39, the fastest time for a half mile ever made on a Salt Lake floor. "The race was for a \$250 diamond studded medal," characteristically writes Generalissimo "Kid" Hannan.

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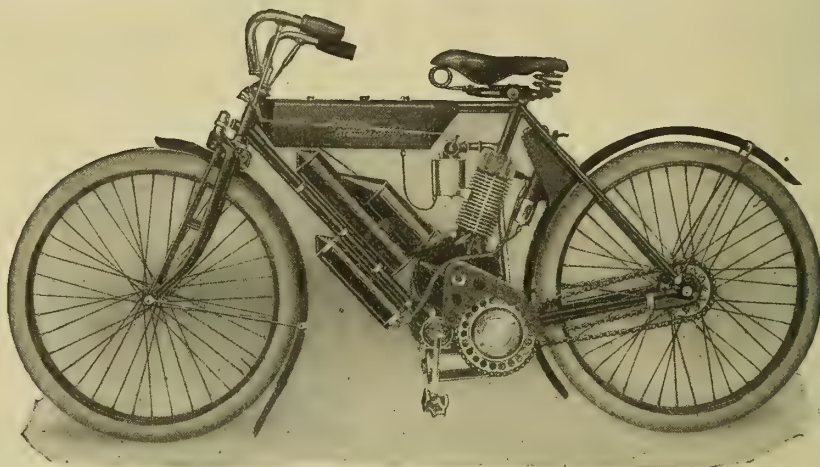
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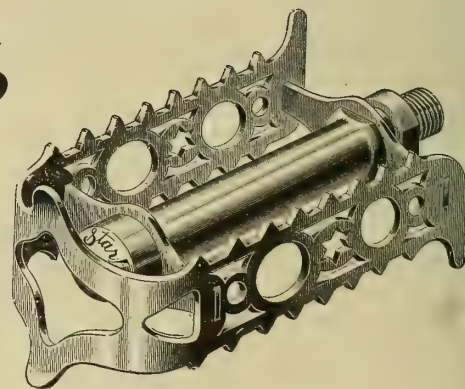
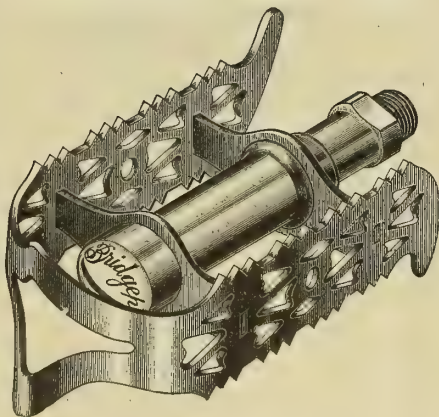
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Why the "Simple Life" Is not for Him and
How to Extract Joy from His
His Companionship.

"A few weeks since, when writing upon touring with an object, I think I dropped a hint that on a future occasion I would consider the photographically disposed cyclist in a special paper," writes Jock in the Scottish Cyclist. "At the time I must confess I had thoughts of dealing with the subject as an expert, and was, in fact, on the point of spending one shilling on the purchase of a 'manual,' wherewith to work my subject up, so that I might write learnedly, when a fellow-contributor to this journal captured my ground, and let himself go on the same topic with great gusto. He, however, thoughtfully refrained from dealing with photography in its aspect of a sideline for cycling tourists, and as this is the most attractive side of cyclo-photography, I cannot let it pass without recording my views and opinions thereon.

"To begin with, let me be candid with you, reader; let me open my heart and confess that I am not a photographer, 'cyclo' or otherwise; and, further than this, let me whisper in your ear, I do not think it likely that I shall ever be ranked as a disciple of this so-called black art. My attitude towards the amateur photographer is that of a sympathetic onlooker, or, at worst—as when I am mauled about to be posed as a figure in a landscape—a passive resister. There was a time when I had serious thoughts of joining the photographic army. I accumulated price lists and consulted expert acquaintances with a view to becoming an expert myself; but, on the very brink, I halted, carefully considered the position, and did not take the plunge. Whether wisdom or the lack thereof was apparent in this I do not propose to argue; but I may say that I have since traveled much in the company of cyclo-photographers, and I am firmly convinced that the game would not suit me as an active participant. On the other hand, I envy my companions the charming souvenirs of their wanderings, which they take, or try to take, on tour. Sometimes I manage to cajole a series of these for my own benefit, but usually I have to depend upon the picture post card, which answers equally well, and saves all the bother of taking pictures yourself. It is just that 'bother' that keeps me aloof. When on tour, bother and I must keep apart. I am then entirely for the simple life—not too simple, of course, but just simple enough, the simplicity, in fact, that some people would call laziness—plus all the essential comforts of life.

"Now, in my opinion, the man who makes a successful perambulating photog-

rapher on wheels, and finds unqualified enjoyment therein, must be a man who would be unable to appreciate my simple life joys. He must be somewhat of the strenuous order of mankind, revel in discomforts, and love the most arduous and incessant toil, and, on top of all this, he must be an enthusiastic photographer to the tenth degree. If you are all this, friend reader, then I recommend you strongly to carry a camera with you on tour, but not otherwise. In case it may be thought that I am writing without a proper knowledge of this subject, let me make it clear again that I write solely from the point of view of the onlooker, the critical observer without bias pro or con, and that I have accompanied the most rabid photographers on tour

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with much enjoyment to myself, and much consolation and satisfaction to them. For those, like myself, who are unable to find enjoyment in making pictures along the road, a very good plan, and one which gives, I should say, all the pleasure without the attendant discomforts, is to join a photographer on tour. I have specialized in this class of touring companion, and though there are certain inconveniences, such as being called upon to pose occasionally in order to introduce 'some life in the picture' which the other fellow is taking. I have invariably found the arrangement work satisfactorily, whilst it has enabled me to collect at no trouble to myself a most interesting assortment of pictorial souvenirs of my travels.

"Of course, in selecting a photographic touring companion it is no less necessary to use discretion than when the companion is a stranger to the art. A fellow to beware of is the fussy chap, who, bubbling over with enthusiasm himself, thinks that you must be the same, and bores you eternally with scientific discussions about

lenses, and plates, and developers, and other things of which you have only the haziest idea. This sort of man will generally want you to immerse yourself in dark rooms with him wherever you halt on the road; and my experience with dark rooms as provided by country chemists, hotels, etc., has shown me that the name is more often than not another for coal cellars and outhouses, full of creepy, crawly things that get under your shirt and make your life a misery for the time being. I always draw the line at the dark room. Happily, these are often too small to accommodate more than the operator, in which case you may escape without offending your companion; but to make matters safe, it is well to come to a definite understanding beforehand.

"The ideal way of following photography on tour is to get hold of a chum who likes to do everything himself and regards you as so hopelessly incompetent that he will not trust you to touch even the bundle of sticks he perches the camera on. With such a man you are safe not to be called upon to do anything more severe than lean against a stile or a tree, sit on the parapet of a bridge, or in some other way help to beautify the intended picture by your counterfeit presentment therein. For the rest you can take your ease with a pipe, while you watch the manoeuvres of the camera manipulator, and he on his side will have comfort and contentment in knowing that you are in the neighborhood to admire his dexterity and testify to his skill in taking a good picture under the most adverse circumstances. For it is notorious that amateur photographers always do encounter adverse circumstances, had it not been for which the picture would have been a veritable masterpiece.

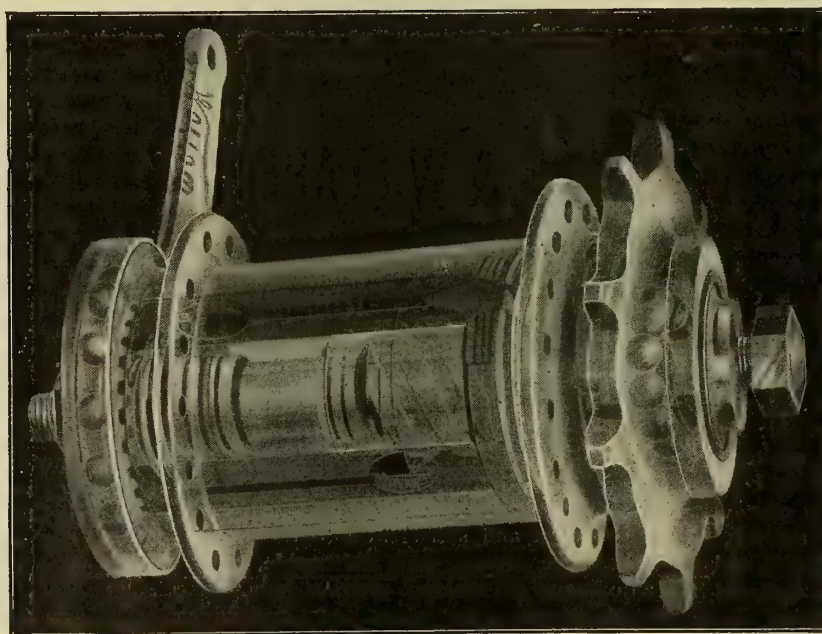
"There is one great charm about the cycling photographer—he is never, or at any rate very rarely, in a hurry; and if his specialty is little bits of scenery off the beaten track, he will generally have a keen instinct for finding out pleasant little spots which you can enjoy in your idleness no less than he with his untiring industry. So, on the whole, photography may be regarded, I think, as a pursuit eminently suitable for the cycling tourist to take up in company with another. He can leave to the other the undisturbed enjoyment of the art, while the artist will learn to regard his companion as part of his photographic outfit, no less essential to successful picture-taking than the camera itself."

Railroad Cyclists Elect Officers.

At the annual meeting of the T., P. & W. Railway Co. Wheelmen, of Peoria, Ill., the following officers were elected: F. W. Crane, president; E. F. Stock, vice-president; J. L. Kent, secretary; C. L. Grosjean, treasurer; George Schuck, captain; John Anderson, first lieutenant; Chas. Heck, second lieutenant; A. B. Culver, color bearer; R. S. Hay, Ed Gilmore, F. J. Mihigan and T. E. Tippetts, directors.

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RUST UNDERNEATH THE ENAMEL

Not Always Due to Porousness of Tubing or Surface Cracks—Important Precautions Before Enameling.

Commonly speaking, it is held that metal which has received a good coating of enamel, as for instance, is done with the average bicycle frame, is thoroughly proof against the evils which arise from corrosion or rust, at least so long as the surface of the enamel is allowed to remain intact. That in some cases it may happen that rusting goes on under the enamel, even though the latter be in perfectly good and smooth condition outwardly, is a consideration which seldom is taken into account. Such is the case, nevertheless, as has been proved more than once, and to guard against such a possibility should be one of the chief cares of the enameller, whether his work be along the line of trade, merely to satisfy his own love of "doing things" or from economy. In explanation of this circumstance, and showing how the difficulty may be avoided, a foreign authority has this to say:

"A number of complaints are rife about the inability of cycle frames to retain their enamel coatings, and the general impression is that the trouble is due to the tubing being porous," he remarks. "I am inclined to think that this is a wrong conclusion in cases where the cycle builders obtain their supplies of weldless steel tube from reputable manufacturers.

"The whole of the surface of the tube after the frame is built must be cleaned—every particle of rust removed. If, with a reasonable amount of polishing, it is found that a true surface cannot be procured, the matter should then be referred to the tube manufacturer, but if, after polishing, a good clear surface is obtained and 'rust trouble' is experienced after enamelling, the cause is certainly traceable to negligence in some form or other between the operations of polishing and enamelling.

"The rusting of iron is primarily due to the action of carbonic acid, and not simply to moisture and oxygen; it appears that the metal readily combines with moist carbonic acid forming a carbonate, which is quickly oxidized to ferric oxide—common rust—in the presence of moist air. In this chemical action carbonic acid is evolved which attacks a fresh portion of the metal, and more oxide is formed, so that eventually the whole becomes converted by the alternate formation of carbonate and oxide, into a loosely coherent mess.

"From the foregoing paragraph it will be readily understood that it is impossible to bestow too much care in preserving the true surface of the metal after polishing. If the slightest oxidation takes place—even though it be microscopical—and the enamel is applied—the oxidation is bound to con-

tinue, and the time required to make itself visible by lifting the enamel coating is only governed by the amount of oxidation existing previous to enamelling. Under no consideration, therefore, must the frame be touched with naked hands after being cleaned for enamelling, as the moisture ever present in the skin pores is readily transferred to the metal and sets up very rapid rusting.

"Gloves made of good soft leather or other material slow to absorb moisture, must be worn by all persons handling the goods after the cleaning process; and it is best for the operators to have several pairs at hand so that frequent changes may be made to ensure them against becoming permeated with perspiration, and after a certain time they must be thrown away.

"Another precaution is for the enameller to heat the articles to be enamelled to a fair temperature before dipping, as in an enamelling shop there is always a considerable volume of moist carbonic acid which will readily condense on cold iron or steel and set up rusting. Moreover, if the enamel comes in contact with cold material it is liable to lose its elasticity, and if the coating becomes brittle and microscopical cracks are made by vibration a further base is created for oxidation."

Care of the Transmission.

Few riders realize the difference in practical efficiency of the mount which is brought about by the good or bad condition of the transmission gear. Be it either belt or chain and gear driven, the condition of all the parts must be favorable to their purpose or an unduly great amount of power will be "eaten up" between the motor and the driving wheel.

Thus, a belt which runs over pulleys which are but slightly out of line is bound to waste a certain amount of power in scraping against the sides of the groove in which it runs, or, in the case of a flat belt, by rubbing against the flanges at the sides of the pulleys. Similarly if a chain transmission is permitted to run over sprockets which are out of line, to become foul or stretched beyond a reasonable limit, a large amount of energy will go to waste. Grease, which is good for a chain, is bad for a belt, while the presence of sand or mud on a belt may work little harm there, where in the case of a chain, it would use up a lot of good "pull" which otherwise might be carried through to the wheel.

Riders who have served a long and faithful noviciate learn to watch the condition of the driving gear with proper care; but many a beginner overhauls his engine time and time again in an effort to develop more power from it when in reality the difficulty lies between the engine and the rear wheel.

If you are interested in Motorcycles, "Motorcycles and How to Manage Them" is the very book you need. Price, 50 cents. The Bicycling World Co., 154 Nassau St., New York.

HIGH SADDLE RIDING FAULTS

Developing an Unnatural and Harmful Use of High Gearing—Correct Position Makes Cycling Easy.

Probably the commonest error which is committed by the inexperienced cyclist, and one that is often perpetuated even when the novitiate stage has been passed, is that of riding with the saddle too high. The perpetuation of the offense is easily accounted for. Having accustomed himself to a position that is wrong, the rider finds it irksome when he tries to adopt one that is correct, and consequently he concludes that the wrong one suits his anatomical construction better. There is, however, a connection between the high saddle position and the unnatural taste for big gears. To pedal quickly, the rider must sit fairly low, otherwise the process is one of refined torture. His knee must be distinctly bent when at the bottom of the stroke, and there should not be the least stretching to reach the pedal. If the saddle is placed so high that the leg is straightened at a point in every revolution, and the toe has to be dropped, not to help the pedal round, but to keep in contact with it, fast pedaling becomes a weariness of the flesh, and to avoid it the rider flies to a high gear. In no other way can the curious fact be explained that, while the hard riding members of the big road clubs almost invariably use low gears for their ordinary riding, the less muscular cyclist, who seldom exceeds a pace of 12 or 14 miles an hour, frequently gears a good deal higher, and declares that the big gear suits him better than a small one. Probably in the majority of cases the reason that the harder work and slower motion is preferred is simply that the rider is sitting too far away from his pedals to be able to get his feet round quickly. Of course, a position that is too low is almost as bad as one that is too high, but there is a happy medium between the two extremes.

To Figure the Driving Ratio.

It is comparatively simple, and yet not all motorcyclists know how to determine the driving ratio between the engine and the rear wheel. The catalogue may happen to give it as 2 to 1, or $3\frac{1}{2}$ to 1, and he may even know that this refers to the number of turns made by the crank shaft of the motor as compared with the speed of the back wheel and still be at a loss when it comes to finding out for himself the gear of a strange machine. All that is necessary, however, is to put the machine on a stand and turn over the wheel, observing the number of turns made by the motor. The number of times any point on the crank shaft passes a given point on the crank case during one revolution of the wheel, gives the required ratio.

The Week's Patents.

847,617. Mode of Attaching Pump Tubes to Bases. William S. Stapley, Bridgeport, Conn., assignor to Bridgeport Brass Company, Bridgeport, Conn., a Corporation of Connecticut. Filed Dec. 13, 1906. Serial No. 347,640.

Claim.—1. The combination with a base having a socket and an undercut groove communicating therewith, of a tube closed at one end and flanged outward into the groove, whereby the tube is rigidly secured

848,170. Carburetter. Carl O Hedstrom, Springfield, Mass. Filed July 14, 1905. Serial No. 269,747.

Claim.—1. A carburetter consisting of a body portion having an air passage therethrough, a fuel supply nozzle in said passage, and a spiral rib extending for a short distance from the inlet end of said body portion into said passage at an angle to the axis thereof, the spiral rib being secured to the inner wall of the body portion and circular in cross-section whereby the inlet area of the body under normal suction is reduced, and under abnormal suction is increased.

848,324. Bicycle Attachment. James H. Sager, Rochester, N. Y. Filed Nov. 10, 1906. Serial No. 342,871.

Claim.—1. A bicycle having, in addition to the fork, a second fork with hollow branches, springs in said hollow branches and means for controlling them, and links connecting the two forks pivotally with the axle of the wheel and with each other.

848,629. Pump. John H. Burkholder, Ashland, Ohio. Filed July 12, 1906. Serial No. 325,903.

Claim.—1. In a pump the combination of a pair of cylinders arranged parallel to each other, a tubular U-shaped hollow element having its legs operating in said cylinders and provided with pistons, said tubular legs having means for affording communication between said cylinders.

848,639. Support for Gas Generators. William P. Crary, New York, N. Y. Filed May 26, 1906. Serial No. 318,790.

Claim.—1. An open ring, outwardly extending lugs on the ends thereof, a bolt extending through said lugs, in combination with upwardly extending arms secured to said ring at opposite points thereon and having their upper ends bent toward each other and again bent to form parallel vertical extensions, a semicircular curve in each of said extensions, each of said curves adapted partially to encircle a bar or like member of a vehicle frame, a bolt extending through said extensions below said curves and a bolt extending through said extensions above said curve, all constructed and arranged to be clamped to said bar and support a gas generator held in said ring.

848,776. Ball Bearing. Albert T. Sisson, Providence, R. I., assignor, by mesne assignment to W. Penn Mather, Providence, R. I. Filed Feb. 10, 1906. Serial No. 300,416.

Claim.—1. In a ball bearing, a ball cage or holder having perforations, balls located in said perforations, and the holder having thin flanges formed of the material thereof and partially detached therefrom, entirely surrounding the perforations and bent over so as to contract the ends thereof and retain the balls therein.

849,227. Bicycle Pump. Angelo Genelly and Bernard Gilberti, Los Banos, Cal. Filed March 28, 1906. Serial No. 308,467.

Claim.—1. The combination of a bicycle frame provided with a center brace adapted to serve as a pump cylinder, a valvular piston mounted within said center brace, means controllable at will for operating said piston, a plug closing the lower end of said center brace, a tubular member communicating with said center brace, said tubular member being formed with a forwardly extending branch and a rearwardly extending branch, a pair of flexible tubes connected respectively to said forwardly and rearwardly extending branches, said flexible tubes serving to connect said center brace respectively with a pair of tires

to be inflated, means for holding said flexible tubes in dormant position against said bicycle frame, and means for automatically closing communication between said center brace and said flexible tubes when the latter are in said dormant position.

849,342. Bicycle. Thomas Swinbank, Senath, Mo. Filed May 7, 1906. Serial No. 315,564.

Claim.—1. In a bicycle, in combination, a frame, a rear axle, levers having forks at the rear extremities thereof engaging said axle, springs connecting said levers with said axle and affording means for maintaining said levers in engagement with said axle, pedals carried by said levers, and mechanism connecting said levers with one of the wheels for driving the bicycle.

849,727. Lamp Bracket. William P. Crary, New York, N. Y. Filed May 26, 1906. Serial No. 328,791.

Claim.—1. A lamp bracket constructed to be clamped to the front fork of a bicycle or like vehicle, in combination with a rod fastened to said bracket and extending upwardly therefrom, constructed to engage with said fork-crown.

850,077. Driving and Braking Mechanism for Cycles. Harry P. Townsend, New Britain, Conn., assignor to The New Departure Manufacturing Company, Bristol, Conn., a Corporation of Connecticut. Original application filed Oct. 10, 1898, Serial No. 693,117. Divided and this application filed April 26, 1906. Serial No. 313,800.

Claim.—1. A driving, coasting and braking mechanism for vehicles, comprising a driver, a brake normally in inoperative position, a wheel which, when said driver is in normal position free from control of the operator, is operatively disconnected from said driver and said brake and is free to rotate independently forwardly and backwardly, and means whereby movement of said driver in one direction causes said driver to drive said wheel and movement of said driver in the opposite direction causes said driver to apply said brake; substantially as described.

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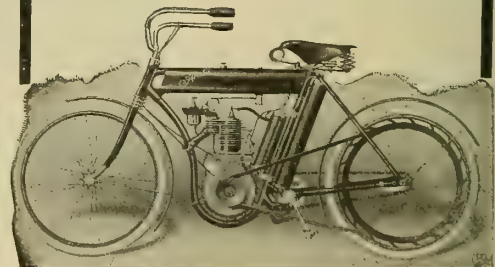
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THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

Volume LV.

New York, U. S. A., Saturday, May 11, 1907

No. 7

WILL GO TO ATLANTIC CITY AGAIN

Both Trade Associations Turn from Washington to Seaside Resort—Johnson Chosen President of C. M. A.—Eck's Racing Scheme Up.

Fred I. Johnson, of Iver Johnson's Arms & Cycle Works, is the new president of the Cycle Manufacturers' Association, which, after all, will not hold its midsummer meeting and jollification in Washington. Mr. Johnson was placed at the head of the association at the annual election which occurred in Niagara Falls on Wednesday last, 8th inst. It was at that session also that the picture of Washington was "turned toward the wall." The committee duly reported in favor of the Capitol, as the Bicycling World last week stated would be the case, but the members present decided that they had had such a large time at Atlantic City last July that they would like to go there again; they voted accordingly without a dissenting voice, and set August 8, 9 and 10 as the dates. The first day will be devoted to business; the other two to a "good time," and all that the term conveys, considering that both jobbers and ladies will be invited to share the "time."

Although the selection of Atlantic City was accomplished without the semblance of friction, there were a few pretty by-plays accompanying it. In the first place and as a matter of fact, the selection was made by the Cycle Parts and Accessories Association, which is a sort of Siamese twin of the Cycle Manufacturers' Association; wherever one goes the other always will be found. They always meet in the same hotels, at the same times, but in separate rooms. They form, indeed, what is very like a trade legislature, the C. M. A. being the Senate, the C. P. A. A. the House of Representatives. When one transacts

any business of mutual concern, the fact is duly reported to the other and agreement or disagreement follows; there is no known instance of disagreement. The sessions of the "Senate" are usually of much greater length than those of the other body. It is difficult to separate their doings. At Niagara Falls on Wednesday, the C. P. A. A. had despatched its routine business and when the matter of the midsummer meeting was brought up, it promptly and unanimously voted in favor of Atlantic City; Washington was not even mentioned; the sum of \$300 was voted for entertainment purposes; it was resolved that all those who may go to Atlantic City must use bicycles while there; and "Representatives" Surre (Corbin Screw Corp.) and Graham (New Departure Co.) were appointed a committee on entertainment. These proceedings were duly reported to the C. M. A. which forthwith also voted for the city by the sea, appropriated \$300, resolved to ride bicycles, and constituted "Senators" Walburg (Reading Standard Co.) and D. P. Harris its delegates on the joint entertainment committee, Harris being the member who had recommended Washington. His hearty laugh, which is historic, at the manner in which the tables were turned on him, made the glasses rattle when he was twitted about it afterward.

There were two members of the accessories association who were at Niagara Falls to favor, not Washington nor Atlantic City, but Put-in Bay, a lakeside resort near Sandusky, Ohio; they were not less than President Crosby himself and Secretary White. It so happens that White is president and Crosby vice-president of the Motor and Accessory Manufacturers, Inc., and this branch of the automobile industry had decided that Put-in Bay was the spot where they would foregather at midsummer. As several other members of the C. P. A. A. are members also of the M. A. M., the latter had constituted Messrs. White and Crosby a special committee to induce the bicycle people to meet and jol-

lify at the Ohio resort. When the bicycle people forgot all about Put-in Bay, Mr. Crosby had a quiet laugh at his own expense. It now is probable that as the Bicycle Mohamet will not go to the Automobile Mountain, the Mountain will come to Mohamet, which is to say, that the Motor and Parts Manufacturers probably will cut out Put-in Bay and put into Atlantic City on August 8, 9 and 10 next.

It is, of course, too early to say what form the "good time" will assume, but from what was said a clam bake on the sands or a banquet—or possibly both—will be the chief feature. There will be no clams for the man who does not ride a bicycle to the "bake"; the ladies will be conveyed to the scene in carry-alls.

The Cycle Manufacturers Association was minus its president, Percy P. Pierce, and for a not everyday reason. He had "gone and got married." In his absence, J. F. Vogel (Gendron Wheel Co.), occupied the chair. The association's session was a long one and, it is said, not without real animation, due largely to the questioning and the lame explanation of the Indiana manufacturer who had defaulted payment of his subscription to the publicity fund. Expressed admiration of his "courage" in presenting himself was so unstinted that if his ears did not burn it was because of their asbestos coating.

The annual choice of officers was the chief transaction of general interest. In each case election was unanimous. As previously stated, Fred I. Johnson was made president; the other officers chosen were as follows: Vice-president, Ignace Schwinn, Arnold, Schwinn & Co.; secretary, J. F. Cox, Pope Mfg. Co.; treasurer, Harry Walburg, Reading Standard Co. Messrs. Cox and Walburg succeeded themselves; the former tried hard to escape doing so, but was almost conscripted into service and given an appropriation to pay for clerical assistance. The treasurer's report showed a snug nest egg of more than \$1,000 in bank.

Several amendments to the by-laws were made, but the matter that occupied a considerable portion of the session was the consideration of the report of the joint publicity committee which had met and drafted its recommendations the previous day. At this committee meeting all the members, save C. A. Persons, the energetic chairman of the C. P. A. A. half of it, were present. Persons was absent for the first time. The committee—which in addition to Persons, comprised Messrs. Webster and Troxel of the C. P. A. A., and Messrs. Walburg, Fretz and Finkensstaedt, of the C. M. A.—recommended that the publicity fund be raised on a basis of one-half of one per cent. of the gross domestic sales, which will result in providing an increased sum for the support of the bureau. Part of the committee's work had been to apportion the amounts due from the various members on the percentage basis and it was this apportionment that gave rise to extended discussion. The C. P. A. A. had little trouble in deciding to adopt the committee's report and eventually the Cycle Manufacturers' Association also reached an amicable agreement. The jobbers are not included in the new arrangement. They will be asked to subscribe such amounts as individual openhandedness may dictate, but it is not anticipated that many of them will fall below their last year's subscriptions.

The report of the Cycle Show committee reporting that unexpected advancement of the dates of the New York automobile show had upset or wholly altered the situation respecting the proposed exhibit of cycles and motorcycles, and recommending that the latter be deferred until 1909, was received and adopted. The C. M. A. decided, however, to bring influence to bear in the direction of having lifted the ban on motorcycles which obtains at the Madison Square Garden Automobile Show, and to thereby permit their display at that, the most elaborate of all such functions.

The spirit of Tom Eck also walked at the C. M. A. meeting. The irrepressible Thomas, who when last was heard from was in the wilds of Manitoba, was present in writing. He sought the manufacturers financial support of a fine large scheme to "revive racing." It was constituted of an advance agent and team of about 20 riders with Eck as their manager, who would travel about the country in a special and circuslike car, and who would race wherever sufficient interest existed or could be aroused. The net receipts of each race meet would be distributed as the prizes, but the expenses of the advance agent, the manager, the special car, etc., was what Eck desired the manufacturers to provide. His proposal met with a considerable degree of favor but finally it was decided that the ends did not justify the subtraction from the publicity fund of the large sum that would be entailed. One member present afterward expressed the belief that Eck's

connection with the scheme had not a little to do with influencing the unfavorable decision.

Because of Fred C. Gilbert's retirement as a representative of the Pope Mfg. Co., to fill the vacancy caused thereby Fred I. Johnson was made a member of the Transportation Committee and J. F. Cox a member of the Jobbing Committee.

The man who was responsible for the resolution to require the riding of bicycles at the Atlantic City meeting was Ralph D. Webster of the Eclipse Machine Co. It rather took some of the members of both



FRED I. JOHNSON
The New President of the Cycle Manufacturers' Association

associations by surprise but it went through without a murmur of dissent, although one man whispered that he feared he would have to hire a substitute. Webster himself rides a bicycle daily between his home and the Eclipse factory at Elmira, and so cannot be charged with preaching what he does not practice. Other than what has been detailed the only business transacted at the C. P. A. A. meeting was the appointment of Webster as chairman of the committee to nominate officers who will be elected at Atlantic City; his colleagues are C. E. Weaver (Kelly Handle Bar Co.), and W. H. Graham (New Departure Co.).

The members of the Cycle Manufacturers' Association in attendance were: J. F. Vogel, Gendron Wheel Co.; F. I. Johnson, Iver Johnson's Arms & Cycle Works; W. F. Remppis and Harry Walburg, Reading Standard Co.; J. F. Cox, Pope Mfg. Co.; W. F. McGuire and A. B. Coffman, Consolidated Mfg. Co.; F. C. Finkensstaedt, National Cycle Mfg. Co.; W. G. Schack, Emblem Mfg. Co.; Tr. Colburn, Pierce Cycle Co.; Ignace Schwinn, Arnold, Schwinn Co.; D. P. Harris; Fred C. Robie, Excelsior Supply Co.; J. W. Ash and A. V. Rid-

dle, Hudson Mfg. Co.; E. S. Fretz, Light Foundry & Mfg. Co., and E. J. Lonn, Great Western Mfg. Co.

These were the members of the Cycle Parts and Accessories Association present: W. H. Crosby, The Crosby Co.; W. J. Surre and C. A. Earl, Corbin Screw Corporation; R. D. Webster, Eclipse Machine Co.; H. S. White, Shelby Tube Co.; D. C. Spraker, Kokomo Rubber Co.; E. R. Benson, Hartford Rubber Works Co.; M. R. Brown, Fisk Rubber Co.; D. S. Troxel, Troxel Mfg. Co.; C. E. Weaver, Kelly Handle Bar Co.; F. S. Waters, Chicago Handle Bar Co.; W. A. Graham, New Departure Mfg. Co.; F. X. Shields, Forsyth Mfg. Co.; L. F. McClerland and W. H. Pirrong, Standard Welding Co.; J. W. Higgins, Worcester Pressed Steel Co.

The meeting was held in the Prospect House instead of the International Hotel, which has not been opened for the season. The proprietor of the Prospect is a cyclist and whether by accident or design his chainless bicycle not inappropriately remained upright like a sentinel at the entrance of the hotel throughout the day.

Progress of the "Wilson Experiment."

The "Wilson experiment" is still in progress in Brooklyn. Last Sunday's run, from Louis Ernst's establishment, 1122 Bushwick avenue, was one of the most successful so far held, 57 riders being in line. Ernst felt the effect, too. He was kept busy from Saturday morning to a quarter of one, Sunday morning, refitting or repairing the bicycles of those who wanted to participate, and the money he took in was enough to tempt bankers to go into the business. The affair also had the effect of getting a number of men on bicycles who had not ridden for several years. There were five of the 57 who had not ridden since 1904.

Andrew Wilson, president of the Wilson Trading Co., 121 Chambers street, New York, who is the father of the idea that the bicycle campaign should be conducted on the lines of a political campaign, with parades and plenty of noise and excitement, using the dealers throughout the country as a political organization uses its "workers," is very well pleased with the results so far, as are the dealers who have been carrying out the idea. The latter, including Ernst, the Albany Cycle Co., Noethiger & Foley, and I. Hirtenstein, have formed a local association to promote the Sunday runs all summer, and other dealers have expressed a desire to join.

Plenty of noise was a feature of last Sunday's parade through Ernst's district, the riders being equipped with automatic horns, tin horns, giant rattlers and bells. Incidental refreshments were served during the parade, at the conclusion of which a drawing of contributed prizes was held and a Morrow coaster brake, three styles of Persons saddles, and a Troxel saddle were distributed among the lucky ones.

WIRE WHEELS AND WOOD ONES

Why the Former Will Never Be Supplanted by the Latter for Bicycles—
What Tests Showed.

The tangent spoke wire suspension wheel with either a wooden or a steel rim, which originated with the bicycle, will always be used on bicycles and motorcycles. The only objection automobilists have to its use is its diaphanous and slender appearance, which is the very thing that makes it appeal to the cyclist. The value of the wire spoked suspension wheel still appeals to the foreign maker of racing cars as best fitted to the terrific strains and stresses of a long hard road race, Wagner's winning Darraq in the last Vanderbilt race and his team mate Hemery's winning car in the 1905 race, had wire wheels.

A foreign writer, John O. Pugh, has recently handled the wheel subject very completely and mechanically and shown the superiority of the suspension wire wheel over the compression spoke wooden wheel.

He calls attention to a number of points which are commonly overlooked. Thus, he shows that the side strains, acting on the vehicle wheels from the outside, are commonly more severe than those acting from the center line of the vehicle outwards. This is especially the case where the machine side-slips and "barges" into a curb or other obstruction. Here the wheel gets a very severe lateral blow from the side. The single drive wheel of a tricar, and both wheels of a motor bicycle of course, are liable to strains coming from either side, and so should be built centrally.

A vexed question in wire-spoked wheel construction has been the relative positions of two lines of spoke holes in the rim. Bringing the outer ends of spokes to the center line of the rim presents an attractive appearance of triangulation when the wheel is viewed in vertical section. Crossing the spokes so that those starting from the left flange run to the right side of the rim, while those starting from the right flange run to the left side of the rim, obviously increases the play of the spokes without increasing the width of the hub, and so should conduce to lateral rigidity; but the fact of the two planes intersecting forbodes unsteadiness. Should the two planes be taken to separate spoke lines in the rim without intersecting, and, if so, how far apart should these lines be? The further apart they are, the more pronounced will be the quadrilateral nature of the vertical section of the wheel, and the instability of trapeziums and other multi-sided figures is well known. Would not a good compromise consist in arranging the spokes in planes, which, though they cut the rim at some distance apart, meet in the center line of the tread of the tire? This

looks very hopeful, but Mr. Pugh's experiments showed that the best results were obtained by setting the spoke lines as far apart as possible at the rim.

Arranging the spokes radially or "direct" puts a big bursting strain on the hub flanges; and weight can be reduced and a driving force much better transmitted by adopting the almost universal practice of setting the spokes tangentially to a circle of greater or less diameter. The tension on the spokes in driving depends upon the size of this circle, and the more the spokes are spared in this respect by increasing the diameter of flanges, the more strength they will have left to resist buckling strains—as in turning sharp corners when running down a winding hill.

Wire wheels are found to throw up less dust than wooden ones. This seems reasonable, as the large surface presented by wooden spokes must make them more effective vanes than the fine wires would be. On this score a wire wheel should take less power to rotate than a wooden one.

Some results in diagram form of comprehensive tests for lateral deflection made on wood and wire wheels with a Denison testing machine are interesting. These show that the wire wheels stood not only very much heavier pulls, but that the resistance to lateral deflection in proportion to the pull was much better maintained by the wire wheels than the wooden ones.

Motorcycles in Commercial Use.

By a curious coincidence two individuals on opposite sides of the continent inaugurated motorcycle delivery systems at about the same time, each announcing bravely that his was the first enterprise of its kind to be started in this country.

On April 24th, Asa Dawson, of Reno, Nev., commenced business with six new motorcycle delivery vans contemplating a local business of no little extent, since he was backed by good capitalization. A further extension to embrace a fire despatch and police patrol system also was announced for some time in the near future, or as soon as matters could be properly arranged.

A fortnight later, a firm in Rochester, N. Y., sprung into being with a scheme for mounting a regular messenger service on motorcycles, also claiming priority for this country, and while not aiming directly at the delivery business, evidently tending in that direction should a suitable demand for such service arise.

It should be remembered that cushion forks will not cushion unless the joints between the moving parts are kept clean and so adjusted as to move freely over one another. To this end they should be maintained in proper adjustment and suitably lubricated. More than that, however, whenever the machine is brought in from the road in a wet or muddy condition, care should be taken to wipe off the parts leaving them thoroughly clean and dry.

THE DEALERS AND THE BOYS

Neglect of the Youngsters by Agents a Waste of Rich Opportunities—
Part the Boys Play.

"There is one point on which the average dealer is sadly remiss," remarked S. A. Falor, of the Goodyear Tire & Rubber Co., who was in New York one day last week, "and that is in appreciation of the value of boys' trade—not merely the little fellows, but the half grown-ups. I don't believe the boy was ever born who did not desire a bicycle, and the chief reason why a vast majority of the youngsters do not get them is solely because they are not encouraged to do so. If I was a dealer I would make it my business to see that the boys received the necessary encouragement. I'd get the names of every child in my vicinity and I'd see that they received the attractive sort of matter that would stimulate their interest. I'd get at the father through the boy. My views on the subject are so pronounced that I think the manufacturers ought to educate the dealers up to the importance of the boy market."

Labor Strike Proves Bicycle's Utility.

As is usually the case, the recent strike of the street car men in Salt Lake City, proved a general stimulus for all other sorts of transportation available. Despite the great activity of the hack and liverymen, the bicycle dealers came in for a good share of the added business, the demand soon overcoming the supply in every quarter. Old wheels which had not been used for years were brought out and refurbished for the occasion, new wheels were sold so long as there were wheels to sell, and the repair and renting bicycle dealers did a thriving and profitable trade which proved the biggest thing in their line in years. In fact so great was the demand for bicycle transportation that several dealers reported that had they been able to secure them in season, they might have been able to sell or rent hundreds of machines during the period when the regular street transportation was crippled.

Willis Will Make an Offer.

The E. J. Willis Co., New York, which went into the hands of a receiver about three weeks ago with liabilities of \$150,000 and a list of about 600 creditors, whose accounts vary from \$200 to \$20,000, has been gradually disposing of its stock at both the uptown and downtown branches through receiver's sale. Satisfactory prices have been secured on everything. An appraisal is now being made, which will be completed by the end of this week, at which time Mr. Willis, in all probability, will make a proposition to the creditors which will enable the company to continue in business without sacrificing the stock now on hand.

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NEW YORK, MAY 11, 1907.

Why the Boy Market is Worth While.

Never a boy was born but sooner or later did not uplift his voice in requisition of a bicycle, and the demands of childhood, though perhaps the least significant of all the demands of life certainly are the most insistent. Holiday time, birthday time, vacation time, as they approach are made the more miserable for parents and guardians by the ceaseless calls for this or that which alone are essential to the happiness of the clamoring youngster. Vacation time especially is apt to be a storm center of such disturbances, and the small boy usually may be found at the very center of many a troubled domestic circle. Nor is it the part of wisdom to discourage such demands as tend toward the stimulation of a healthy out door life.

Boys make good and lasting friends, and the boy market is one which the bicycle dealer cannot well afford to neglect. As a rule, however, it is one which is given the go-by in favor of the more appealing interests of the grownups. But it should not be forgotten that encouraging youthful interest and allegiance is one of the best methods of encouraging the sympa-

thies and allegiance of the elders. Preaching the gospel of the bicycle can be made to accomplish much, but never quite so much as when directed at the fertile and vivid imagination of the young folks.

Moreover, with the arrival of the spring and summer and the approach of the long vacation, comes the psychological period for holding out all the inducements known to the trade for encouraging the pastime of bicycle riding. As the trade man quoted in another column said, if he were "in the business, he would get after the father through the boy." And inducements held out to the boys and girls at this time are almost certain to meet with results well worth striving for. Department stores and toy shops find ample remuneration in handling juvenile lines where they absolutely ignore the demand for "full grown" wheels. This in itself is proof positive of the profitable nature of this side of the business. Therefore it is a wise salesman and likely a successful dealer who begins just now to throw out his prettiest bait for the youthful trade.

Why Not Some Sport at Atlantic City?

It is a happy argury that both the Cycle Manufacturers Association and the Cycle Parts and Accessories Association have agreed that their members shall make use of bicycles during the mid-summer sojourn at Atlantic City. Such visible evidence that those who preach cycling also practice what they preach will be a sermon in itself; in which connection it is to be hoped that on that occasion a pair of trouser guards will not pass muster as cycling garb.

The mid-summer gathering at the seashore also may be made the medium of attracting attention as it has not been attracted for years to the bicycle and to the fact that the industry is possessed of two energetic associations which fact in itself undoubtedly will prove impressive news to many persons who fancy that there is not enough left of cycling to form a corporal's guard. Atlantic City has no race track, but it is possessed of some superb roads, on which a number of races have been held, one of them a circuit of five miles that in a long race would afford much of the passing and repassing that contributes excitement. Properly projected, a couple of road races—one for the youngsters, the other for the older riders—during the trade convention, would be in the nature of an

eye-opener, and a timely and appropriate one. If each member of the C. M. A. and the C. P. A. A. contributed but one article of his respective manufacture, a prize list such as this country has not seen for years would be the result and would be certain to attract a field of entries of the same character. Atlantic City then will be filled to overflowing with tens of thousands of vacationists whose chief occupation will consist of "killing time." Such a racing carnival at such a time could not well fail to attract and interest them and to induce that thought and enthusiasm that will serve excellent purposes in many places.

The suggestion seems too good to be permitted to go to waste. One active man if set at work now could make the race meeting a memorable one. The new president of the C. M. A. is of the "right sort," and we hope will give the word that will set the wheels in motion.

The growth of the club spirit is one of the best signs of the increasing strength and certain on-coming of a new sport or pastime. If the demand for motorcycles, which is so greatly in excess of the supply, was not sufficient evidence of the great advance of motorcycling the spread of the club spirit which has marked the past sixty days is so apparent as to leave no room for doubting the direction of the wind. Within that period New York, Philadelphia and San Francisco each has acquired its second motorcycle club, while four similar organizations have been formed in other cities. But what was most significant of all, was the transformation of a New Jersey cycling club into a motorcycle organization.

When the balmy spring days begin to invite the cyclist to try again the mettle of his mount, he should remember that he is soft, as the saying goes, and that even a short ride if taken hastily, will suffice to produce undue weariness and after effects of other sorts which are far from pleasant. He must learn to ride all over again and learn as slowly as his temperament requires. Of course this is the time when the all-the-year-round riders score over

The National Federation of Amateur Cyclists, which belies its title by including a number of New York professionals in its ranks and by whose friends it was founded because of purely personal spite, announces

that it has "sanctioned" a road race that is to occur on Long Island on May 19, and also the Irvington-Milburn on May 30. But of what value is a "sanction" when it will not be respected by any other organization? If the National Federation, etc., desires to be fair and does not wish to be charged with dispensing "green goods" to innocent "come-ons," it should simultaneously announce that its "sanction" carries with it disqualification by every other sports-governing organization in America and abroad.

The raw food fad is worn out, the oxygen fad has had its day, and the phosphorous fad is almost forgotten. The time is ripe, it has been suggested, for something new in near-medicine. Why not a nitrogen fad? It is not known that nitrogen is of any good to a run-down constitution, or is a good "dope" for racing cyclists, but that makes no difference. Nitrogen is hard to obtain in commercial form. The air is full of it, of course, but what is wanted is nitrogen that can be handed across a counter in a neat little box labeled \$1. It is a fact that the small white tubercles that cling to the roots of the alfalfa plant are practically solid nitrogen. Dried alfalfa and an ordinary coffee grinder is all that is needed to start the nitrogen fad. The idea is offered gratis.

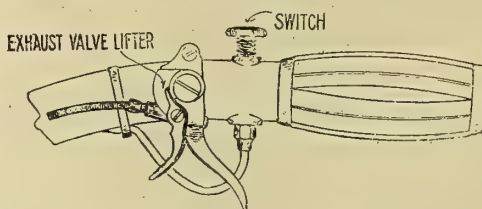
Those members of the cycle trade who "have not ridden a bicycle for a long time" and who expect to attend the trade's mid-summer gathering at Atlantic City, where riding bicycles will be semi-compulsory, will do well to profit by the experience of one of their fellows on a somewhat similar occasion. When he removed his cycling toggery from the camphor balls in which they long had been packed, he discovered that since they had been worn his girth had so greatly increased that to wear the knickerbockers would be to risk arrest for indecent exposure.

Mud is bad at any time of the year, but during his first few rides in the spring, the cyclist usually learns to choose well before attempting to charge full tilt through the soft spots, because they are apt to be so very, very bad. There is no telling how deep they may be. Similarly there is no way of foretelling how soft and treacherous may be the turf by the roadside—except by trying. That, however, is not always productive of pleasant results.

GROUPING CONTROL MECHANISM

Recent English Device Which Employs Triggers and Push Button—Governs Spark and Valve Lift.

Since the introduction and widespread adoption in this country of the grip control for motorcycles there has been a marked tendency among the designers of some of the foreign makes to follow precedent more or less closely, with the result that handle bar control is by no means the uncommon feature either abroad or here that it was three or four years ago. The superior advantages of having all the controlling mechanism always within ready reach of the hand, appeals to riders of all classes, and the result is that a growing inclination is manifest to group the levers in some such way that they will be thoroughly accessible. One of the best ways in



which this can be accomplished is by means of the twisting grip mechanism. Failing that, a number of devices may be resorted to to accomplish practically the same result, though invariably at some sacrifice of appearance. A recent English development along this line is seen in the case of the Ariel motorbicycle, in which the arrangement here illustrated is used.

This consists in mounting a circuit breaker in the form of a push button normally held up by a helical spring surrounding the stem, at which time a small plunger within the handle bar tube which has an insulated metal tip seats against a contact socket within the tube, thus completing the ignition circuit. Whenever the button is depressed, however, the circuit is broken and the ignition stopped at once. This provides an instant and sensitive control of the motor suitable either for stopping or for checking its action when running through traffic, which, as it is handily placed, is very effective. At the same time a small finger lever is mounted on the bar adjacent to the grip, which is connected through the medium of a Bowden wire with the exhaust valve lifter on the motor, thus providing a secondary means of control as well as facilitating the starting process. Attached to the same pivot as the main lever is a little trigger piece which serves as a detent when the finger piece is drawn fully back, thus opening the valve, which serves to hold it open until the trigger is pressed.

The device being external to the bar largely, and therefore more or less liable

COMING EVENTS

May 12, Brooklyn, N. Y.—New York State division C. R. C. of A.'s eleventh annual spring century run.

May 19, Valley Stream, L. I.—Century Road Club Association's 15-mile handicap road race; open.

May 19, Valley Stream, L. I.—Park Circle Club's 20-mile handicap (outlaw auspices).

May 30, Manhasset, L. I.—New York and Brooklyn Motorcycle club's joint hill climbing contest; open.

May 30, Long Island City, N. Y.—Irish-American A. C.'s 2-mile handicap, at Celtic Park; open.

May 30, Hicksville, L. I.—Hicksville A. C.'s bicycle and athletic meet; open.

May 30, Newark, N. J.—Bay View Wheelmen's annual Irvington-Milburn handicap road race (outlaw auspices).

May 30, Atlantic City, N. J.—Atlantic City Wheelmen's 25-mile handicap road race; open.

May 30, Cleveland, Ohio—Handicap road race; open.

May 30, Detroit, Mich.—Detroit Wheelmen's annual Belle Isle handicap road race.

May 30, Salt Lake City, Utah—Annual 25-mile handicap road race; open.

June 30, July 4 and 7, Paris—World's championships.

July 31-Aug. 1, New York City—Federation of American Motorcyclists' national endurance contest, New York to Providence, R. I.; open.

Aug. 1, 2, 3, Providence, R. I.—Federation of American Motorcyclists' national meet.

to injury, is in many ways not so desirable as the simple grip. Yet on the other hand, the provisions of both spark and valve lifting controls under one hand, leaving the other free to manipulate the timing or throttle levers, is a good one. In this machine, however, the bars are somewhat encumbered by a hand operated front wheel brake, while the gas and spark advance controlling levers are relegated to the old-time position on the top tube.

There is small comfort in using toe-clips unless they fit the shoes of the rider. Should they fail to grip properly or be too loose to afford a firm hold on the feet, a sense of insecurity will result which is worse than the absolute lack of any such protection. When no clips are used the rider accustoms himself to holding his feet positively against the pedals throughout their entire travel. With clips, whether they fit or not, the tendency is to rely on them more or less. Upon whether this reliance is well placed or not, depends the success of their use.

CAMDEN-ATLANTIC A GREAT RACE

**First Two Finishers Protested—Sherwood's
Brainy Riding Wins Time Prize—
Incidents of the Day.**

Just who won the third annual Camden-Atlantic City individual handicap record run, held on Sunday last, 5th inst., is not yet apparent. It is known that Elwood Watson, a fourteen-year-old messenger boy of Atlantic City, with a handicap of 50 minutes, crossed the tape first, and that Mark

"Philadelphia feeling" in so far as they like to lie abed Sunday mornings, a goodly number of them shook off the torpidness and congregated around the City Hall to see the start. The race should have started at 8 a. m., but because of some little delay in registering the unlicensed riders, and because Sherwood's manager had, in his haste to get off the trolley at City Hall, left the New York A. C. rider's suit case containing his racing togs in the car, which had gone on to Haddonfield; to say nothing of the fact that one of the Eifler boys had forgotten and left his money under the

promptly dubbed "Major Taylor," for besides being black as the ace of spades, he carried 'No. 13' on his back. Seven riders got away in the next bunch, who had 40 minutes handicap. They were W. L. Allender, of Narberth, Pa.; Sache, Muller, Peddle, J. P. Stroud and Miller of the Stroud Wheelmen; and W. E. Reed of Atlantic City.

"No. 24 ought to win," commented one bright young thing, after glancing at her program. Peddle wore these numerals.

When they tell you that interest in a bicycle race in Camden is a part of ancient



ELWOOD WATSON



SCENE AT THE STARTING POINT
START OF THE SCRATCH BUNCH



MARK LINKNER

Linkner, another Atlantic City boy, who rode from the limit, one hour, followed him, but whether these two will receive first and second prizes is problematical. They have been protested for taking pace, and pending an investigation, the result is not known. The race was an important one in view of the fact that it was the first road race conducted under the sanction of the National Cycling Association. It attracted 69 entrants, 38 of whom actually started. Charles A. Sherwood, the American amateur champion, won first time prize in the face of a small sized gale and established a road record of 3:14 for the distance, 60 miles, and a record of 2:47 for 50 miles. Although the old record of Sherwood's, in 2:17:06, is faster, this present performance is the first official time taken.

Although Camdenites, as a rule, have the

pillow of his bed in a Philadelphia hotel, and had to go back for the same, the start was delayed until 9 a. m. H. T. Mayo, one of the New York spectators, saw that the riders would be late in getting off, so he jumped on his bicycle and headed for the shore resort.

Probably the busiest man at the Camden end was Chairman Harry Perry, who had his hands full with arranging preliminaries. His bustling good nature and purple scarf were features. Just as the town clock was striking nine, Starter Valiant gave the word to the limit men and six of them, Mays, Jones, Sullivan, Phillips, Linkner and Major Reed, bent to their task. Then came a wait of ten minutes and G. W. Harris, F. W. Harris, Grogan, Tavina, Watson, Parker and McGuire "beat it" down the Haddonfield pike. F. W. Harris was

history, don't believe 'em. Make answer with any quotation from Shakespeare that begins with "Go to!" and end it any way you choose, for Haddon avenue certainly presented an animated appearance before the half-way markers left at 9.30.

A feature was the number of feminine on-lookers, though contrary to present day standards of sex equality they kept somewhat in the offing, though their hats, tiny spots of gay color, undulated on the edges rhythmically like property stage waves. Some of those "lids" would have done credit to an Easter Sunday parade on Fifth avenue, for they were about as irregular as a raise in salary. The Evelynsbitthaw-shaped ones prevailed, although some were planned on the principle of a poached egg on toast after the yolk has been punctured and has begun to drape itself in festoons along

the eaves of the crust. Served in a restaurant with mayonnaise dressing the waiter could have called them any French name and get away with it. But to get back to the race itself.

The nine-thirty men got away a minute ahead of time, but it was a case of act and think afterward. The old man employed to clean up around the City Hall grounds had chanced across a big bundle of programs and just dropped them in a bonfire when one of the riders ran up, bumped the scavenger aside and pulled the programs out of the fire. The man was tumbled over and this made him so mad that he ran for a "cop." The strong arm of the law was just coming upon a trot yelling "Stop that man!" with the offended ground cleaner in his wake, as the riders got on their wheels. The occasion called for quick action and the starter gave the riders the benefit and blew his whistle. The "cop" got a glimpse of disappearing numbers as he reached the place; then the humor of the thing provoked him to laughter, especially as the crowd was giving him the "ha-ha!"

Two New York riders were in the division that left five minutes later, S. R. Morrison, of the Three P's, and Nicholas Kind-"evitch," of the Edgcombe Wheelmen, and then at a quarter to ten Deardon and League of Atlantic City got away.

Fifteen minutes later the scratch men, W. R. Stroud, E. Nelson and Dan Trotter, of the Stroud Wheelmen, Philadelphia; Frank and Joe Eifler, Century Road Club Association, and National Champion Charles A. Sherwood, New York Athletic Club. The officials then jumped in two automobiles, one loaned by John W. Lee, Jr., the Pierce agent who had donated a Pierce racer for first place prize; and the other furnished by Clerk of the Course Frank Shaw, and followed in pursuit of the scratch men.

Until the city limits were passed the roads were abominable, but the White Horse pike afforded going akin to gliding over a ball room floor. At first the riders had the wind at their backs, but contrary-like it shifted around to the southeast, dead against them, and increased in violence as they neared Atlantic City. It was particularly strong as it swept over the meadows road. Dan Trotter's comment, "felt just like somebody had hold of my rear wheel and was trying to pull me back," expressed it tritely.

Unlucky Stroud! He punctured about 7 miles out. One of the official cars happened along about that time and the tire was repaired in remarkably short time. Although the scratch men were some minutes ahead of him, and he knew that he stood one chance in a hundred of overtaking them, this plucky and hardworking individual remounted and resolutely plugged on to Atlantic City. Better yet, he finished the race and best of all rode all the way back to Philadelphia in the afternoon—Stroud's a rare one, he is!

At Kirkwood, ten miles from Camden, the scratch men were timed as they passed, so that a record for fifty miles might be established, and with Sherwood setting the pace they were clocked at 10.27 a. m., twenty-seven minutes from the time they started. The route then led over the White Horse pike, Waterford road, Egg Harbor road to Agsecom and Pleasantville, and thence across the meadows boulevard to



WHEN STROUD PUNCTURED

Atlantic City, finishing west of Pacific avenue.

With the limit men stretched out in front singly and in pairs, the real fight developed between the scratch men. Stroud, as before mentioned, was rendered en panne by a puncture, and Nelson fell, injuring his chances. This left the fight between the three visiting New Yorkers and Trotter. Not one of the men was in good shape. Frank Eifler had gotten up from a sick bed two days before and Trotter had to coax his doctor to let him ride, as he had been under a physician's care some time; Joe Eifler looked tired and Sherwood had not ridden at a greater distance than 25 miles this season. So it was really a battle of brains rather than mere brawn. Several times Frank Eifler would jump, and of course, Joe would not go after him. Sherwood reasoned that Trotter would close the gap, not knowing whether the New Yorkers were working singly or in conjunction, and that he could save his strength by tacking on behind Trotter.

It worked this way throughout. Frank Eifler would feint and then Trotter would have to pull the others up. All the riders were well nigh exhausted before the got

to the finish. Sherwood led at a half mile from the finish and about one eighth from the tape Frank Eifler jumped. Sherwood then got to the lee of Eifler so the latter would break the wind. Joe Eifler was behind and Trotter trailing him. In this way they neared the tape, when Sherwood with one of his usual finishes, came on with a rush and nipped the fast C. R. C. A. man by a foot. Joe Eifler followed a length behind, with Trotter the same length back of him. It was a very pretty finish, the best ever witnessed in a road race in Atlantic City. Sherwood, who rode a Yale bicycle, geared to 92, won a Reading Standard bicycle as first time prize. The time made for 50 miles was 2:47, which establishes a record. The time for the entire 60 miles was 3:14.

The matter of the first place prize had not been straightened out when the Bicycling World went to press. Elwood Watson, a 14-year-old messenger boy of Atlantic City crossed the line first at 12:32, followed by Mark Linkner, a limit man. Both, however, were protested for taking pace, so if the protest is sustained the prize will be given to S. R. Morrison, of New York. Morrison rode a mighty game race from the 25-minute mark and finished third in 3 hours 15 minutes, 1 minute slower than the scratch men, riding alone about half of the distance. Had he not fallen on the last five miles it is probable that he would have beaten the time made by the scratch men. Peter Wollenschlager, who always rides in the races just to help out, had a puncture but managed to finish for a prize. Nick Kind also met with the same trouble.

The summary follows:

1	*E. Watson, A. C. W...	0:50	3:22:00
2	*M. Linkner, A. C. W...	1:00	3:45:00
3	S. R. Morrison, 3 P.s...	0:25	3:15:00
4	E. McGuire, A. C. W...	0:50	3:46:00
5	R. Sache, S. W.....	0:40	3:42:00
6	H. Phillips, A. C. W...	1:00	4:09:00
7	W. E. Reed, A. C. W...	0:40	3:50:00
8	C. Peddle, S. W.....	0:40	3:50:30
9	E. Reed, S. W.....	1:00	4:13:30
10	C. A. Sherwood, N.Y.A.C.	scratch	3:14:00
11	F. W. Eifler, C.R.A.C.	scratch	3:14:00½
12	J. M. Eifler, C.R.A.C.	scratch	3:14:00¾
13	Dan Trotter, S. W....	scratch	3:14:01
16	W. L. Allender		
	Narberth, Pa.	0:35	4:04:00
14	W. R. Stroud, S. W....	scratch	3:26:00
15	E. Nelson, S. W.....	scratch	3:26:00¾
17	P. Wollenschlager		
	C. R. C. A.	0:35	4:04:00

* Protested.

The race was undoubtedly the most successful ever promoted by the Stroud Wheelmen, and was the means of bringing the New Yorkers, Atlantic Citizens and Philadelphians into closer touch with each other.

The Atlantic City Wheelmen treated the visitors right royally, but they couldn't overcome the effect of a dry Sunday there. Fancy a dry watering place! The New York bunch couldn't see it that way so instead of coming direct home from the board walk as they had planned they accompanied the Strouds back to Father Penn's village.

F. A. M. WILL MEET IN AUGUST

Providence Plans Big Celebration—Men Named to Make Preparations—Date Set for Endurance Contest.

August 1, 2, and 3 will be the dates of the next annual meet—the fifth—of the Federation of American Motorcyclists, at Providence, R. I.

After being advised that it was the successful bidder for the function, the Providence Motorcycle Club lost no time in getting busy." A special meeting was held and E. L. Buffington and W. L. Medhurst, president and secretary, respectively, were constituted a committee to visit the F. A. M. officers in New York. At the conference which occurred on Monday night last, the two Rhode Islanders had little trouble in convincing the F. A. M. officials that the dates finally chosen were best for all purposes. Providence, for the first time, is instituting an "Old Home Week," which begins July 28th and a great ado is being made of it. The city itself probably will appropriate \$50,000 to make the homecoming memorable and it is expected that the Providence merchants will raise a fund of about the same amount for the same purpose.

The morning that the local papers announced the F. A. M. meet had been awarded to Providence, one of the big moguls of the Old Home Committee sought out the club officials and urged that it be made a feature of the "big week." He promised all manner of co-operation, which includes a slice of the \$50,000 fund, and permits to use the city's finest boulevard for a road race and the short but famously steep College Hill for an uphill contest. Secretary Medhurst in turn called on the mayor, who expressed his pleasure, and who said he thought that such things as license fees, registration cards and number tags might be overlooked during the general jollification. The club had already leased the Hills Grove half mile track for the season and previous to the meet will run off a card of races to whet the inhabitants' appetite for the national championships which will be decided in August.

At the New York conference ideas and suggestions were freely exchanged and there is every reason to believe that the Providence meet will mark not only the numerically greatest gathering of motorcyclists in this country, but the jolliest one. President Buffington, of the Providence club, himself an agreeable bundle of energy, has vested the general direction of the meet in the following executive committee: W. A. Suddard, chairman; B. L. Barnes, vice-chairman; W. L. Medhurst, secretary; B. A. Swenson, treasurer, and Frank E. Domina, assistant treasurer. Each will serve as chairman of the sub-committees

that will be appointed and thus will be in touch with all moves that are made. Each has a reputation as a worker and with President Buffington backing them up there is likely to be "something doing" all the while. Secretary Medhurst, 1 Greenwich street, Providence, will be in charge of the Information Bureau which has been created.

Baltimore, which was Providence's rival for the meet, has accepted the result with uncommon gracefulness. Howard A. French, who headed the Baltimore movement, has extended his congratulations to the Rhode Islanders and states that he and a delegation from Maryland will be on hand at Providence, partly to take notes in anticipation of bidding for the meet of 1908.

The settlement of the dates for the meet has permitted the selection of the dates for the national endurance contest. It will be started from New York early Wednesday morning, July 31st, and will finish in Providence the following afternoon. Other than the choice of the Berkshire Hills route via Poughkeepsie, Lenox, Springfield and Worcester, 285 miles, none of the details have been settled. It is possible that en route a "weeding out" test may be conducted on the famous Jacob's Ladder, near Lee, Mass. The committee, of which H. J. Wehman, secretary of the F. A. M., 108 Park Row, New York, is chairman, has the suggestion under consideration.

Mexican Track Project Takes Shape.

Plans for the erection of a saucer bicycle track in Mexico City, Mexico, mention of which was made some time ago, now have assumed material shape. The track will measure eight laps to the mile. A company to be capitalized at \$20,000 and consisting of Enrique Fernandez, Frank Quevado and F. Buch, of Mexico City, and Emil Agraz of San Jose, will erect the saucer and conduct the meets. It was planned to start in June, but as Mexico's rainy season will then be at hand, it was deemed advisable to postpone the opening meet until early in September.

McCrea Wins for Third Time.

For the third successive year, J. Nash McCrea won on Friday afternoon of last week, at Springfield, Ill., the mile race that annually is a feature of the athletic meet of the Corn Belt A. A. Because of the muddy track the race was held over paved streets, straightaway. McNash rode like one possessed and opened up a big gap soon after the start, which he increased to one hundred yards at the finish. Miller of Atlanta, Ill., was second, and Earl Rosenberry, of Normal, Ill., was third.

A two-mile handicap is included on the program to be run at Celtic Park, Long Island City, N. Y., on Decoration Day, under the promotion of the Irish-American A. C. The race will be open to registered A. A. U. and N. C. A. riders.

ROWDYISM MARS RELAY TEAM RACE

Teams Pulled Off the Track by Force—Defied Judges' Ruling—Oaklands Defeat Three Other Clubs.

San Francisco, Cal., April 29.—San Francisco's annual "curtain raiser"—a thirty mile inter-club relay—held at the Golden Gate Stadium yesterday afternoon, was marred by a display of rowdyism that threatened to end in a free-for-all fight. The trouble came when the judges ruled from the track three of the teams which had been lapped in the 5th relay. Although in accordance with the rules, the action of the judges made no difference; the riders refused to leave the track and when they were pulled from their wheels fists began to fly. A free-for-all fight was narrowly averted.

The Oakland Wheelmen defeated the New Century Wheelmen of this city by some twenty yards; the Bay City Wheelmen, Central City Wheelmen and Golden City Wheelmen, all of San Francisco, failed to finish. A two team race developed from the start when riders of the New Century and Oakland clubs opened a gap of a half lap, which was increased to a full lap in the fifth relay.

When the sixth and last relay started Penakema, of the New Century, and Carroll of the Oaklands, were on even terms; they alternated in the pace for the first seven laps. On the back stretch of the last lap Penaluma attempted to jump, but made his move too soon, as Carroll attacked on the stretch and met with very little resistance. Following is the way the riders finished at the end of each relay:

First relay—Rasmussen, New Century Wheelmen; Camet, Oakland; Muller, Golden City; Fawke, Central City; Young, Bay City.

Second relay—Belzer, New Century; K. Hoffman, Oakland; Lee, Central City; Green, Golden City; Truitt, Bay City.

Third relay—Jessen, New Century; Smith, Oakland; Krautz, Central City; Schou, Golden City; Veneer, Bay City.

Fourth relay—Stockfuth, New Century; Greening, Oakland; Hart, Golden City; McDonald, Central City; Mesigal, Bay City.

Fifth relay—R. Hoffman, Oakland; Diva, New Century.

Sixth relay—Carroll, Oakland; Penaluma, New Century. Time for 30 miles, 1:31:50.

C. Schiller, Bay City Wheelmen, beat C. Black, Oakland Wheelmen, in a 2½-mile match race by about ten lengths. Time 7 minutes 16 seconds.

Payment Forming the Queen City.

The Queen City Cycle Club is the title of a new organization which is forming in Denver, Col. The energetic John A. Payment is the father of it.

SALT LAKE EXPECTS REAL RACING

Promises of a Banner Season—Kramer Has Arrived—Fans Watching "Pre-noms"—Amateurs in Plenty.

Salt Lake City, May 6th.—Ears are beginning to tingle, eyes are taking on an expectant look and the "fans'" mouths have started to "water" for in less than a month the season at the famous Salt Palace saucer again will be in full swing. Present prospects portend plenty for the promoter as well as good for the game. Already the whirr of wheels is heard on Zion's wooden bowl, but the most noticeable feature of the early signs is the numerous new candidates for amateur honors. The ranks will be well filled and Hume and West will undoubtedly be more noticed prize winning "pros" than they will be missed among the amateurs. The forthcoming season gives every indication of going down in history as the banner cycling year in the Mormon City.

Training has now begun in earnest and on Sunday afternoons many persons visit the saucer to see the frequent impromptu races. The fans have begun to figure things out, and the dope-pipe smells pretty strong.

Just now the fans are thinking that Kramer and Lawson will have to buck up against a pretty nifty proposition this season in the person of little Jack Clark, the popular little curly headed Kangaroo. Clarke's six day outing did him a world of good and has rounded off the rough corners and given him head-work. Some have even gone so far as to prophecy that Clark will be the biggest individual winner of the season, but that is putting it pretty strong for so early in the season. At any rate he is riding faster than any one at the track now. Pye, too, is going well.

Hardy Downing breezed into town the other day from Mills City, Nev., where he had put in the winter working in the mines. Downing will make pace following his star act this year and will sign up Gus Lawson as his pace. Iver Redman also will follow the machines and Iver Lawson—listen, now, this is the gospel truth!—has announced that he will take up pace following, too. It may be just one of Iver's jokes or it may be that he is getting nervous. (The Hill Drug Co., keeps plenty of nerve tonics.) There is an undercurrent of guess work, apparently, that Vanoni will team with Kramer. It is a very probable combination. "Kid" Hannan and "Jack" Neville will be there with the goods.

Salt Lake has discovered its phenom—it's Jimmy Michaels. Albert Reed is the young wonder's "cog." Young Reed—he is twelve year old—was on the track the other day when Manager Halvorson noticed him. When Reed followed the fliers around like a veteran and even spread-eagled the bunch

once or twice the manager became very much interested.

His questioning elicited the information that "Kid" Reed has been riding on the track whenever he has gotten a chance, since he was eight years old. Manager Halvorson will give him a chance to ride in several special races, as he is too small to engage in open competition.

Just who will develop the kingpin amateur is problematical, but wiseacres aver that "Bridget" Bardgett's protege, Albert Crebs, will stand a splendid chance at plum picking. Bardgett looked after young Crebs last year and opined that he had picked a future winner. His judgment seems likely to be proven correct for the youngster is making the bunch look at his shadow.

Kramer reached here Sunday night and looks in fine health, although somewhat overweight. Jack Neville, his trainer, preceded him. Ben Munroe, who last season had a particular aversion to hard work and would not train, has given up his position on the Short Line and has begun training in earnest. Munroe has decided that he does not wish to be classed a dub and will ride to win. Pace following will be his forte.

A general cleanup of the training quarters was made last week. More rooms are being added and the old rooms repaired, broken windows replaced and the quarters placed in a presentable condition. The riders all have been assigned to their rooms, which they are fixing up with various decorations such as pictures and relics of historic bicycles and racing tags.

The track is in excellent condition, having withstood the winter without the least injury. The newly-laid surface of last season is better to ride upon than it was last season, and seems to be a trifle faster. This is probably owing to the boards shrinking and allowing more air space between the three-quarter inch strips. The putting in of special reserved seats in the grandstand will commence in a few days. One hundred and thirty seats have been set aside nearest the tape, which will be chaired and cushioned and for which checks will be issued. It is also the intention of the management to sell season seats to any who wish them.

Choice Example of Outlaw Methods.

There promises to be a clash of forces at Valley Stream, L. I., next Sunday, 19th inst., when two races will be started from the same place, within an hour of each other. The Century Road Club Association, Long Island Division, some time ago announced its intention of holding a 15-mile handicap under N. C. A. rules, on May 19th. As soon as they learned of it, several of the aggrieved professionals, who call themselves the Park Circle Club, showed how they expect to advance the interests of cycling by calling an outlaw race for the same afternoon and almost the same time.

VAN DEN BORN TAKES GRAND PRIX

Belgian Defeats Ellegaard and Poulain—Will Go Against Taylor—Americans in Close Finishes.

By winning the sixth annual Grand Prix de Buffalo, at that track in Paris on April 28th, Charley Vanden Born, of Belgium, earned the right to be one of the sprinters to be matched against "Major" Taylor, when that negro makes his debut. To gain that right Vanden Born had to defeat World's Champion Ellegaard of Denmark and Champion Poulain of France.

The heats were won, in order by Vanden Born, Doerflinger, who beat John Bedell; Friol, Dupre, who won over Bardgett; Ellegaard and Poulain. Bardgett and Bedell both were shut out in the répechage heats, which were taken by Delage, Hourlier and Bouteiller. Van der Born disposed of Friol and Bouteiller in the first semi-final heat, and Poulain won from Doerflinger and Hourlier in the next. The third semi-final was easy for Ellegaard, who had Dupre and Delage against him.

This process of elimination left three champions for the final go. After a little jockeying Poulain took the lead, followed by Ellegaard and Van den Born. At the bell Van den Born moved up to the front and began to unwind. Poulain and Ellegaard attacked simultaneously and while the Dane slowed a little Poulain came up to the side of the Belgian. He tried to pass but Van den Born had the speed and reached the tape a quarter of a length ahead. Ellegaard finished a half length behind Poulain. The last eighth was ridden in 12 $\frac{3}{4}$ seconds.

Bedell Brothers were the drawing card at Nancy on April 21st. The chief event was the "course de demi-fond" in three heats. Menus won the first (20 kil.) in 21:05, Grapperon running second. The second was at the same distance and Menus again scored, his brother crossing the tape next. John Bedell got the last heat, and Menus finished behind Grapperon. John Bedell finished third in the international scratch, Doerflinger winning.

Nat Butler rode a game race at the Velodrome du Parc des Prince, Paris, on April 21st, after seeming hopelessly out of the contest because of an accident. The race was for 100 kilometres behind pace, and Darragon won in 1:20:31. The real fight was for second place, between Butler and Dussot, the American winning that position by a quarter of a lap. Bruni was third and Simar fourth.

Cheered by a crowd of 30,000 persons at Steglitz, Berlin, on April 21st, Walthour defeated Guignard in the 100 kilometer event. He covered the distance in 1:10:20, scoring 51.1 miles in the hour. Guignard finished second.

76 ON MOTORCYCLE CENTURY

But Not All of Them Were There at the Finish—Double Cylinders and Magnetos Conspicuous.

Seventy-six persons on 72 machines—four of them two seaters—started in the combined century run—which actually was 116 miles—of the New York Motorcycle Club and the Brooklyn Motorcycle Club on Sunday last, 5th inst. Of the number 58 of the individuals and three of the double machines, two tri-cars and one tandem, "survived" within the official limits, not less than six nor more than eight hours. One of the three "doubles" was occupied

by Mr. and Mrs. H. J. Wehman, the former the secretary of the F. A. M., whose feelings were reflected by an F. A. M. emblem which adorned "my lady's" lap robe. The route was from the Brooklyn organization's club house, 1059 Atlantic avenue, to Patchogue, L. I., and return, and the number of participants was the largest that has engaged in any motorcycle event in this country.

While century runs on pedal propelled bicycles are mere incidents nowadays, the riders of the power driven machines work up as much enthusiasm and interest over a "hundred" as if it was a 500 mile endurance contest; they seem to consider its accomplishment a considerable feat, while the glory of finishing first is much sought for despite the fact that a few of the fast go-

As in the case of century runs on leg power bicycles, punctures accounted for several failures and more delays on Sunday's "hundred," Archie Jeannotte, who has a local record as a puncture accumulator, getting three of them, as usual, but pulling through in time, nevertheless. One of the new figures in motorcycle doings made his appearance on the occasion, Irving S. Mehrbach; a rather striking figure he is, too. He is six feet four in height and scales more than 300 pounds. But one accident marred the day. The front wheel of his machine jumped from the forks of the veteran Henry Heyers' (M-M) machine and precipitated him on his face, but fortunately he escaped serious injury. Of course "Hard Luck" Horenburger (Marsh) started, and, of course, he "enjoyed" a long



GATHERING AT THE STARTING POINT

ers before actually checking in, sit on the curb for a half hour or more waiting for sufficient time to expire to avoid disqualification. Of course, a motorcycle century run is a much swifter proceeding than the other kind and there are spark plugs, inlet valves, exhaust valves, carburetters, contact breakers and a dozen other things about a motor which are foreign to the bicycle and each subject supplies fruitful topics for discussion, to say nothing of providing causes and excuses for failing to "survive." They each played their parts in Sunday's event but if it served any really useful purposes it was to indicate the marked increase of two cylinder motorcycles and to demonstrate the reliability of the magneto as employed on the foreign machines, and to increase American faith in that form of ignition. All of the F. N.'s, the N. S. U.'s, and the Griffons, and several of the Simplexes were fitted with magnetos, which in no case failed to give a good account of themselves.



BROOKLYN M. C. NEW QUARTERS



MR. AND MRS. H. J. WEHMAN

walk, as usual. Horenburger, a big, good natured young fellow, who has been riding for several years, has started in about every event that has transpired near New York in that period; he has been the victim of so many mishaps that it seems probable that in a "hard luck contest" he would win hands down. Those who "survived" and qualified for the spark plug scarf pins which constitute the souvenir of the run, were as follows:

M. E. Toepel, Indian; E. W. Carritt, Indian; C. L. Simms, Indian; F. A. Baker, Indian; H. K. Wray, Simplex; J. F. McLoughlin, N. S. U.; H. J. Wehman and Mrs. Wehman, Curtiss tri-car; Roland Douglas, Metz; E. L. Ovington, F. N. 4; A. Kreuder, Marsh; E. J. F. Piel, F. N. Baby; F. Dalton, Yale; J. P. Thornley, Indian; W. Erath, Linden; J. Schleicher, Griffon, 5 H. P.; D. Eisen, F. N. 4; T. K. Hastings, Indian; R. Smith, Simplex; J. McGuchin, Simplex; E. L. Schwartz, N. S. U.; J. Steele, Indian; A. Bensinger, Indian; W. F. Mann, F. N. 4; J. Sroehlein, Wagner; W. M. Sommer, Marsh; W. W. Savery, Simplex; R. H. Sommer, Marsh; W. Schleicher, Curtiss; E. L. Parris, Jr., Marsh.

W. Wood, N. S. U.; D. Molin, Griffon; W. Moore, Curtiss; R. A. Maurer, Jr., R-S.; H. J. Johnson, Wagner; F. A. Flye, Wagner; W. F. Alwin, Indian; F. B. Littlefield, F. N. 4; J. Turteltaub, Wagner; E. Malloy, M-M.; R. H. Woodruff, Indian; S. Shaw and R. T. Dickenson, Wagner tandem; A. H. Bartsch, N. S. U.; R. R. Starkweather, Simplex; R. G. Starkweather, R-S.; G. W. Goddard, R-S.; A. G. Hanks, F. N. 4; I. S. Mehrbach, Wagner; A. Jeanotte, R-S.; J. Sheehan and G. Jenkins, M. M. tricar; G. V. Lyons, Wagner; A. N. Viereck, Indian; G. Ashforth, Indian; J. Brown, Linden; A. G. Chappelle, N. S. U.; A. J. Bendix, Griffon; F. Hochsprung, Linden.

Second Club in St. Louis.

St. Louis, Mo., now has two cycling organizations. The second one, styled the South Side Cycling Club has recently come into being with some twenty charter members, and the following officers: President, John Greber; vice-president, C. Vollmer; secretary-treasurer, Geo. H. Schmidt; captain, Wm. Hellman. The club is temporarily holding its meetings at the store of the South Side Cycle Co., agents for the Racycle and Yale-California.

Hicksville Cards a Half-Hour Race.

A good card of races will be run at Hicksville, L. I., on Decoration Day, by the Hicksville A. C. The chief event on the program will be a half hour open which this year will be run as a single man event. The other races will be a quarter mile novice, quarter mile handicap and a special match race between Jerome Steiert of the promoting organization and Curtis Jackson of Old Westbury, L. I.

Diamond Medal for Scratch Men.

F. L. Valiant, president of the Roy Wheelmen of New York, has announced that he will put up for competition among scratch men in road races, a diamond studded gold medal to be awarded to the rider winning the highest number of points in sanctioned handicap road races during the season of 1907, the season being considered at from May 1 to November 30, inclusive. The scoring will be done on the N. C. A. championship basis, 5 points for first, 3 points for second, 2 points for third and 1 point for fourth place. The first scratch man to finish in a race will therefore receive 5 points, irrespective of position and time. The trophy will be styled the "Valiant Scratch Point Medal." As the first race of the season was run last Sunday, the scratch men in the Camden-Atlantic City race will be entitled to points as follows: Charles A. Sherwood, 5; Frank W. Eifler, 3; Joseph M. Eifler, 2, and Dan J. Trotter, 1.

Hill Climb Set for May 30th.

Having received assurances that there will be no interference on the part of the authorities the open hill climbing contest on the Manhasset, L. I., grade under the joint auspices of the New York and Brooklyn Motorcycle Clubs has been definitely set for May 30th; it will be run off between the hours of 10 and 12 o'clock a. m. As previously stated, four classes will be provided for and for the first time piston displacement and not horsepower will govern. The respective captains of the clubs, M. E. Toepel, 930 Columbus avenue, New York, and C. L. Simms, 939 Pacific street, Brooklyn, will have charge of the affair and receive the entries.

Harlem Motorcyclists Perfect Organization.

The Harlem Motorcycle Club, New York's second organization of the sort, has completed its organization by the election of the permanent officers, as follows: Captain, Louis H. Guterman; 1st lieutenant, William L. Coursen; 2d lieutenant, Felix Lewin; treasurer, Robert Pomeroy; secretary, Herman Hare; directors, F. D. Tice, John F. Black, Jr., Geo. Nelson Hookey, W. F. Banham. The club now has 26 members and has already programmed an open century run to Patchogue, L. I., and return for June 23d, and a tour to Atlantic City and back for July 4 to 8.

Amateurs Rush to Register.

To facilitate the work of registration the National Cycling Association last week issued application blanks, which are to be filled in by the rider desiring registration. The licenses issued last week were as follows: Professional—James F. Moran, Chelsea, Mass.; Amateurs, (track and road)—Samuel B. Morrison, New York City; F. C. Graf, Jr., J. M. Eifler, and F. W. Eifler, of Brooklyn, and John S. Campe, Orange, N. J.; Amateurs (road racing only)—R. A.

Van Dyke, H. Heldman, E. Lowe, Emil Greenbaum, C. E. Burch, Reese Hughes, Richard Hughes, and Charles F. Martin, New York City; J. F. Paulson, W. F. Jacobs, A. Lewin, I. Lewin, A. H. Minterman, H. Hink, D. D. Adey, A. B. Eifler, A. F. Duester, H. F. Dreyer, A. S. Bennett, George Glunz, J. Strauss, C. F. Dezendorf, G. Duester, B. Kelly, H. Von Rodeck, Brooklyn; John M. Mitchell, Greenwich, Conn.; W. R. Stroud, D. J. Trotter, J. Farber, T. McMullen, R. A. Parker, J. L. Grogan, E. Nelson, G. H. Miller, J. H. Miller, M. Logue, C. Peddle, P. Mays, J. P. Stroud, N. Coyle, and J. Glass, all of Philadelphia.

Atlantic City Wheels into Line.

Through the untiring efforts of Charles Van Doren and Richard Hemple, the Atlantic City Wheelmen are displaying a "wideawakeness" that promises to increase at the season advances. Their first race will be held on Decoration Day and as it will be run under N. C. A. sanction and rules, it is expected that it will prove one of the biggest road races in the east on that day. The distance will be 25 miles over the level and smooth Mays Landing road. Although the Atlantic City Wheelmen have just announced the event a long list of prizes already has been secured, headed by Yale and Columbia bicycles. Entry blanks may be secured from Charles Van Doren, 1735 Atlantic avenue, Atlantic City, N. J.

Walthour Gets a Bad Spill.

Walthour was injured at Erfust, Germany, on Sunday last, 5th inst., according to cable dispatches. They state that after winning a 50-kilometer heat against Vanderstuyft, the American fell from his bicycle just after crossing the tape, striking his head against a wooden railing. He was taken to a hospital unconscious, but later advices state that he was not seriously injured, although he may be prevented from riding for a short time.

Fogler Wins First Race Abroad.

Fogler and Rutt won the tandem race at Lyons on April 28, defeating Lagarde-Michaud and Boisselet-Galli. In the final of the international scratch Michaud jumped Rutt and Fogler for a lead of six lengths. Rutt went after him and Fogler after the German. Rutt nailed the Frenchman at the tape, who in turn got across a half foot in front of the American.

Rich Prize List for Detroit Race.

There will be no dearth of bicycles in the prize list for the Detroit Wheelmen's annual 25-mile handicap to be run on Beele Isle on Decoration Day. Thus far a Racycle pacemaker, Pierce nickel racer, National racer, Hudson racer, Cleveland special and Yale racer have been hung up and more are expected. This exclusive of a \$400 piano for first place and several hundred dollars worth of other prizes.

ACCIDENT IN BICYCLE DESIGN

Part It Has Played in the Development of the Modern Machine—Some Illustrative Incidents.

If necessity is the mother of invention then accident must be said to play the other essential role in its parentage. Few inventions, however great may have been the need which brought them forth, have been produced with perfectly deliberate intent from conception to completion, while many are frankly acknowledged to have been bred either from the suggestion of some accident, by the necessity arising from the results of accidents, or at least from sheer force of circumstances beyond the control of the inventor. This intimate relation of cause and effect may be traced through all the lines of development where human ingenuity is usually given sole credit for the result, and the bicycle industry, far from being an exception to the rule, displays the relation with unusual distinctness. Whether the original idea of mounting a pair of pedals on the old-time hobby horse, came in the form of some suggestion to the French mechanic who is credited with having built the first arrangement which contained the germ of the present day bicycle, or whether his genius was wholly spontaneous, is not a matter of record, but certain it is that since that time accident and necessity have co-operated very strongly in the production of the modern cycle mechanism.

Of course the movement which led to the invention of the safety bicycle and finally to its exclusive adoption took shape as a result of the frequency with which riders were treated to "headers" of more or less dangerous nature and the fact that in many instances the results were really serious in their effects. But even before the actual movement for the safety came into being several safety devices had been contrived for attachment to the ordinary type of machine. Thus one rider, a Frenchman, invented a handlebar which in some way was detachable from the head and was arranged to release itself automatically in the event of sudden pressure being brought to bear upon it from the rear. Thus when the bicycle inclined to somersault with its rider, the latter, instead of being reversed by having his legs caught under the bars and so landing on his head, was simply catapulted ahead but in his natural riding attitude with the bars still held in his hands, so that he landed on his feet and uninjured—at least in theory.

Originally the bars were made in a single piece and brazed into a socket in the head-piece so that when they became bent, as they usually did in case of accident, it required considerable force and ingenuity to set them right again. A direct result of

ingenious. One of them consisted of a bar which instead of being affixed to the head in the usual manner, was made in two parts, each of which was brazed to the fork sides and bent back under the leg of the rider, then being turned up and forward so that the handles came in much the same position as with the orthodox fault which was a very obvious one, was the introduction of the two-piece bar which could be taken apart for repair or partial replacement, and which proved to be exceedingly popular later on. Of course there were many freak inventions along this line, some of which were exceedingly

pedient of turning the machine around and putting the smaller wheel to the fore. Naturally enough with this scheme no such thing as a header was possible. Instead, however, the machine had a disconcerting habit of rearing up and dropping its rider off behind when he essayed too steep a hill. These "hinders" if so they may be called, were not apt to be serious in their results, however, and were preferred by many to the opposite alternative with the other type of wheel.

In a later type, directly responsible for the safety, the rearing habit became so strong that the machine was popularly known as the Broncho—which appellation helped to prolong the memory of an otherwise fleeting type of machine. It consisted of a pair of wheels equal in size, the rider being mounted over the rear one and pedalling directly, no chain being used. In the Star and one or two other types an effort was made to dispense with the pedals and to substitute for them a direct lever motion with variable stroke.

In many of the less important features of the machine as it now is, the direct influence of accident or the fear of accident is seen. Thus it is recorded that a racing man, lying in bed while recovering from an accident in which the head of his machine had parted company with the front forks, thought out a scheme for articulating the two parts by means of ball bearings. Hitherto the heads had consisted of cup and cone bearings, the adjustment being made by means of a single screw and nut passing down through the top of the head. This adjustment occasionally broke loose when the rider had the somewhat trying privilege of choosing between staying with the handlebars or the saddle as he saw fit. In neither case was he apt to be altogether happy. Ball bearings had been used in heads before the time of the accident in question, but none in which the ball and socket principle was utilized. The direct result of this pillow-invention was the head bearing which is still used in principle if not in actual form.

Incidents of this sort multiply with exceeding rapidity, and every old-time cyclist doubtless has an addition or two of his own to make to the list, in which accidental influence plays a part. The use of ball bearings and pneumatic tires was not directly due to any such cause, to be sure, although from the time of their inception this factor wrought mightily in hastening their improvement. Neither were the chainless nor the coaster-brake and variable-speed gear inventions directly forced by any such means, but rather by the human love of rest and hate of work. In a sense, however, they were not absolutely essential to the machine, as is proved by the fact that many machines which boast neither of these improvements are now in use, so that they may be classed rather as gratuities than as regular and purely classical inventions. Anyway they are merely exceptions to the rule.



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ordinary type except that they turned forward instead of back. By this means the rider had absolutely no impediment to his flight in case of a "header," but was absolutely free to shoot off into space to the limit of the impulse. On the other hand, his ability to mount and dismount in the ordinary manner was considerably restricted, and the arrangement was short lived.

Bred of the same fear of disaster, were a number of contrivances which more or less affected the design of the entire mount. Thus in an early form of English wheel the rear forks were made in two parts, a second short fork being hinged into the first and arranged in such a way that upon releasing a catch on the bars a chain running down through the backbone would release the second fork allowing it to settle down into a horizontal position, thus effectually shortening the backbone, increasing the rake of the head, and throwing the rider further back. In this way the risk of "headers" was considerably diminished. The most natural development of this "anti-header" idea which held strong possession of most riders for several years, was found in the case of the American Star—a machine which had considerable popularity for a time, and in which the danger was got rid of by the simple and very obvious ex-

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IGNITION SYSTEM PRINCIPLES

What Motorcyclists Should Know—Sure System for Locating Trouble—Bothersome Technical Terms Explained.

Gasolene is a light-volatile liquid obtained from petroleum by distillation, and is composed of carbon and hydrogen combined in certain proportions. It will vaporize at the ordinary temperature and pressure and when mixed with air, in about the proportion of nine parts to one of gasolene, forms an explosive gas which can be ignited by electric spark. Electricity generated by battery or magneto is now used to the exclusion of all other means for igniting the charge in the cylinder of motorcycles.

The terms used, in dealing with electrical details, are necessarily somewhat technical, but a fair understanding of the principles involved can be obtained without diving too deeply into the science and every motorist will find it advantageous to have some knowledge of the fundamental features of battery ignition. As the difference between battery and magneto system, is a difference of generation only, he will not have very much to unlearn when he tackles the more modern method of magneto ignition.

Dry batteries are chiefly furnished for ignition on American machines and in principle are practically the same as the ordinary "Leclanche" cells used for bell work, excepting that the liquid is replaced by a semi-dry paste consisting of plaster of Paris and oxide of zinc saturated with sal-ammoniac. Three or four cells are joined up together—zinc to carbon—so that there will be a carbon terminal at one end and a zinc at the other. The electrical power supplied by any form of battery, deriving its electric properties direct from the chemical nature of its constituents, is incapable of producing a proper spark between the points of the sparking plug by reason of its insufficient "voltage."

Voltage is a term denoting the pressure value of the current and is an analagous unit to the pounds per square inch used, when speaking of steam or water pressure—whereas amperage defines the quantity or volume of current flowing through the wires and can be compared with the gallons per minute unit, when dealing with hydraulic power. The ampere is the unit of current and the amount of current given out by a dry battery or set of batteries, may be therefore, measured in amperes. The volt, is the unit of the force which urges the current round the circuit and is the unit of electrical pressure.

The voltage may be small and the amperage high in the primary current of the motorcycle battery, but the voltage must be greatly increased in the secondary cur-

rent in order to give an effective spark at the sparking plug.

The battery gives out what is known as a "low tension" current, but by sending it through an "induction coil," the pressure can be greatly increased or "boosted" to several thousand volts, and although this "transformer" or "converter" action decreases the amperage in a corresponding degree, it is no disadvantage, for it is the higher voltage, which is required. An induction coil consists of a primary coil and a secondary coil, and is used for the purpose of inducing currents in the circuit of the secondary coil by varying the current in the primary. It is composed of two different layers or coils of wire, the "primary" being that part through which the battery current circulates only and the secondary that in which the "high tension" current is created.

The primary coil is fairly thick copper wire, with comparatively few turns wrapped about a short bar or bundle of iron wire, over which winding is placed a protective sleeve or tube of paraffined fiber or paper.

The secondary coil is wound around this cover and is of great length, being composed of many turns of very fine wire. The soft iron core greatly increases the effectiveness of the two windings. The primary wiring forms part of the battery circuit to the contact breaker, while the secondary is connected directly to the sparking plug.

The important feature of the induction coil is that the two coils, composing the same, are not joined in any way, shape or form; but when an electric current, frequently interrupted, is passed through the primary coil, an extra or induced current is simultaneously set up in the secondary coil.

This "induced" current is formed in a changing magnetic field, by the lines of force which spring out from every turn of the primary coil in which the battery flow is repeatedly made and broken; forming a sort of electric "whirl" of force, cutting the secondary coil, again and again, thereby inducing a secondary current, in which current there is a very much higher voltage by reason of the greater amount of winding in the secondary coil.

The high tension current, so essential to the spark, is therefore brought about by the sudden breaks in the battery current, through the mechanical operation of the contact breaker. The high tension current thus created by the interrupted flow of battery current, in the induction coil, would not, however, furnish a good jump spark at the plug, if a "condenser" did not form part of the induction or spark coil. This condenser is composed of tinfoil in roll or strips, separated by sheets of paraffined paper and is used in the primary circuit to make a shunt between the points of the contact breaker.

The purpose of the condenser is to absorb the return or self-induction current, and it is permanently connected across the ends of the primary wire in every coil.

The effect of the condenser is to decrease the tendency to spark when the primary circuit is "made," to increase it at "break," and to eliminate, as far as possible, all sparking in the contact breaker itself; practically reducing the current consumption.

It is, therefore, only at "break" that the spark actually passes between the points of the spark plug, and that is the only place where the spark is of value for the purpose of ignition.

No unnecessary fireworks are desirable at the circuit breaker, which it but the mechanism used in order to produce the spark at the spark plug.

The foregoing is an incomplete but generally understandable explanation of the electric current used for obtaining spark in the combustion chamber of a battery-fired motorcycle, and it is very necessary to know the further details of the circuits involved in its transmission from battery to spark plug.

An important feature of the electrical circuits of the motorcycle, is the use made of the frame of the machine to form the return circuits (improperly called the ground return).

The positive pole or carbon terminal of the battery is connected to the positive terminal of the coil and from the other primary terminal of the coil, a wire is led to one side of the contact breaker.

The negative pole or zinc terminal of the battery goes through the interrupter and handle bar switches to the frame of the bicycle and through same to the other side of the contact breaker.

The plug switch or interrupter is a reserve switch in the primary circuit, so that the circuit can be completely broken without the risk of its being made accidentally through the handle bar switch, when machine is not in use, avoiding waste of current and sudden depletion through short-circuiting of the battery. The handle bar switch is the mechanical means, subject to the will of the rider, whereby the battery current is turned on or off and is operated by a friction spring contact through turn of the handle bar grip.

It controls the starting and stopping of the machine, in combination with the exhaust lifter and spark advance movement.

After the proper insertion of the interrupter or battery switch plug and the turning of the handle bar switch to the "on" position; the bringing together of the contact breaker platinum points completes the primary or battery circuit and no current is flowing except when such action takes place, unless there be some leakage in the wiring, etc.

It is to be once more noted that the secondary wiring of the induction coil is not joined to the primary wiring in any manner for although the same frame of the bicycle is also used, as the return for the high tension circuit, the two circuits have absolutely no electrical connection with each other.

The high tension terminal of the coil, through the secondary wire cable, is connected with the central wire of the spark plug which ends at one point of the plug in the cylinder and the other end of the secondary coil is joined to the bicycle frame by which it makes the circuit, through the shell of the plug, to the other point of the plug, so that only one external wire is necessary in the secondary circuit.

This secondary or high tension circuit is completed only when an arc is formed in the space, separating the spark plug points and it is the jump across this air gap which makes the firing spark when the contact breaker releases the closure of the primary circuit.

The wires used in making these various connections are formed of small strands of copper wire cabled or twisted together and are protected by coverings of rubber and other insulating material, so as to prevent any part of the wiring from getting in contact with the metal parts of the frame.

The high tension wire from the coil to spark plug requires the heavier insulation on account of the high voltage current which it carries.

The core of the sparking plug which conveys the secondary current to one of the spark plug points inside the combustion chamber must be particularly well protected by porcelain or mica shield from the shell or barrel of the plug, screwing into the chamber and which makes the return connection along the metal of the cylinder and the frame.

The insulation of the plug outside of the shoulder and between it and the external end to which the secondary cable is attached must be of some length or the high tension current will creep over it, particularly liable to happen in wet weather.

The spring blade of the contact breaker is generally in metallic contact with the frame, and the adjusting contact screw insulated from the frame by fibre strip or washer, but which point is so protected, is immaterial, although it is obvious that one or the other must be, in order not to short circuit the battery.

An electric current will travel very rapidly but the effect of the ignition on the gases formed in the cylinder takes a certain period of time before the full force of the explosion acts upon the piston and the time of this explosion can, within a certain radius, be varied.

The position of the contact breaker spring blade can be moved round part of a circle so that the nose or projection on the circuit breaker cam, which makes the contact possible, can strike the blade sooner or later, in its revolution, which is in direct ratio with the position of the piston; thereby making an earlier or later explosion and this is what is meant by advancing or retarding the spark.

As a very large proportion and in fact more than 90 per cent. of the troubles en-

countered by motorcyclists, can be directly traced to faulty ignition, it would seem well to know that the electrical conditions are pretty nearly right at all times, and especially before starting out for a ride. A test of the battery by the use of an ammeter is getting to the fountain head at once and it takes but a moment to open the contact breaker case (in order to see that the platinum points are not in contact). Insert battery plug and turn on handle bar switch; complete the primary (battery) circuit without going through the coil at all, by placing the ammeter wire to the carbon pole of battery and pressing the other ammeter terminal to a stud or bolt of the crank case. Make these two contacts firmly and the ammeter becomes part of the primary circuit with the coil cut out of same. Do not hold the ammeter in the circuit any longer than is necessary to enable needle to become fairly steady, for the battery is dead short circuited and will rapidly run down if not relieved by the immediate removal of ammeter.

If the ampere test should show less than 5 amperes, it is about time to think of new battery, although many motorcycles have been run some distance and for some considerable period on battery which would hardly move the ammeter needle.

Having found that there is sufficient battery to warrant some hope that it will not soon run down and gotten the machine to start in the stand, it will be safe to assume that the electrical conditions are fairly good, but it will do no harm to take a look at the wires to see that there are no breaks in the insulation and that the terminal connections are tight and likely to remain so.

Any ignition trouble can be readily traced and quickly located after some little experience, but there is a routine path for the beginner which cannot fail in detecting the fault if he be methodical enough to practice same.

There is no great mystery about the electrical connections and to think clearly and well is the first step in finding the disturbing factor when trouble occurs.

Do not be despondent, if the trouble cannot be found at once, for there are many places to which attention must necessarily be given before discovering the cause, and assuming that it is due to ignition, it is well to look first to the handle bar switch and see that interrupter plug is in place; inspect the wiring and terminals; test for battery and if current shows up well, see that contact breaker points are clean and not too far apart nor too close together for proper contact; detach the secondary wire from plug and holding the wire terminal close to, but not touching, the cylinder, push contact breaker points together by working the spring blade with the hand, when if good spark jumps to the cylinder, everything is in order up to that point. Remove spark plug from cylinder and see that the points are

not touching each other nor too much separated; clean the points off with gasoline and if deemed necessary, rub lightly with a very fine file. Replace wire to plug and place plug on cylinder, not in it, and jiggle the contact breaker again. If no spark be obtained, try another plug, for at least one spare plug should be carried at all times. The spark showing, however, when spark plug is outside of cylinder, should be strong, for a weak spark will not be effective when under pressure. If there be no spark obtained from the second plug which is presumably a new one and in perfect condition, go over the entire test once more and be sure that it is done with the switch plug in place and handle bar switch turned on, and the trouble must positively show up if this method be followed out step by step.

The sudden stoppage of a machine which has been running well, when due to ignition failure, usually means a broken wire or terminal, complete exhaustion of battery or breaking down of induction coil, unless the interrupter plug has come out, battery switch broken, or contact breaker become inoperative.

Misfiring, when caused by defective sparking comes from intermittent switch connection, improper contact at circuit breaker, or partial fouling of spark plug unless there be a loose, although not necessarily broken terminal.

Misfiring should not be permitted to continue longer than absolutely necessary and is readily noted by the unsteady running of the machine and irregular exhaust.

There is no royal road to knowledge but one can learn much from observation and practice, without graduating from a technical college.

The rider who knows and thoroughly understands his ignition system, at once becomes a specialist, when trouble occurs and consequently has more time to study the entire machine.

It is not, however, necessary or even advisable to dissect the machine on the first wet day after acquiring possession; better procure a good text book and study the machine as outlined therein, realizing that it is not likely to go wrong on the road except through neglect or misuse on your part.

A man of ordinary brain power and some enthusiasm can master his particular machine in a short time and learn enough in one season's riding, to make himself practically independent of repair shops, except for such jobs, as require tools, not ordinarily available in private houses. E. C.

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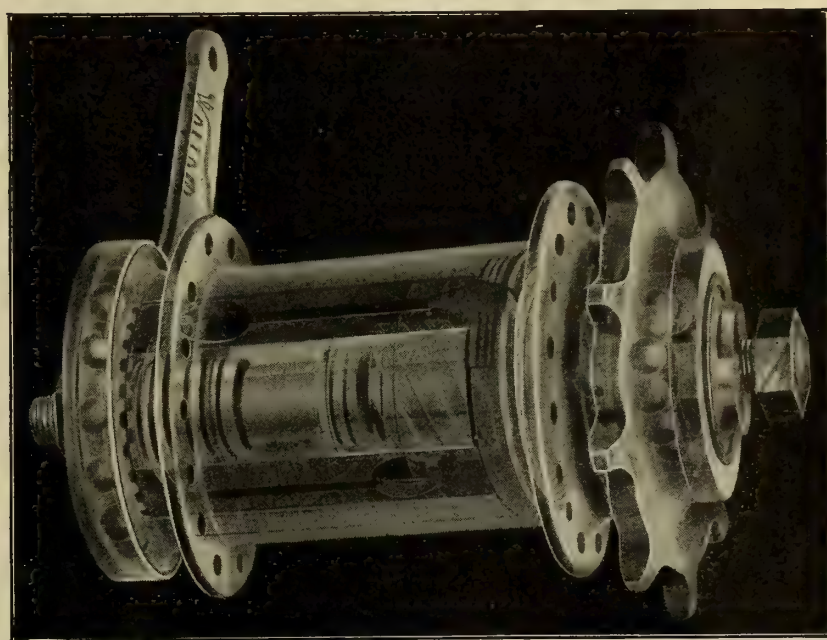
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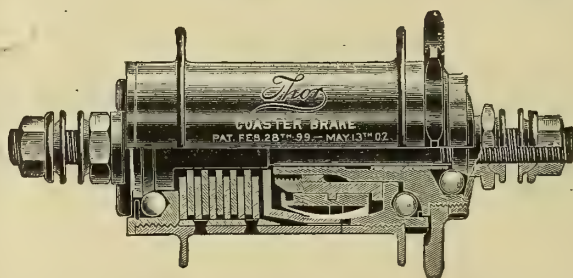
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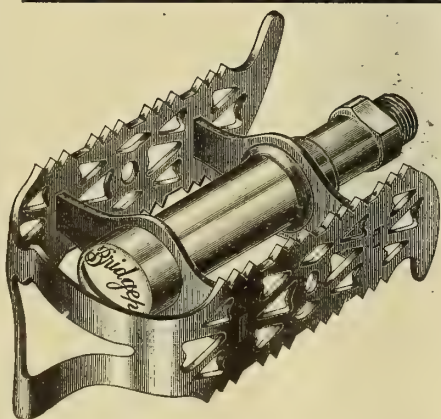
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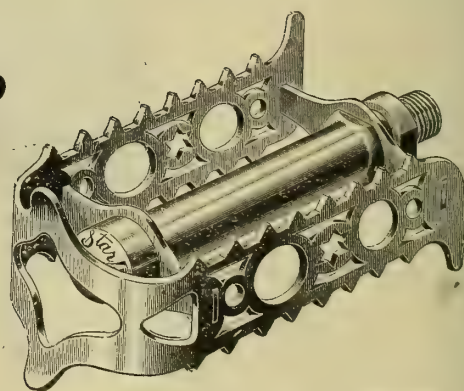
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GET CATALOG

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The Small Boy and His "Motor."

What of its desires youth cannot achieve, it strives to counterfeit by the construction of its toys, or by the slightest bits of suggestive imitation in one way or another. Doubtless not a live boy lives who is not anxious to ride a motor bicycle, but only a comparatively small percentage of their number is privileged to do so. Failing the acme of their desires, the "next best thing" is to reproduce the noise, and this is done by the juvenile riders in many cities, by attaching a bit of tin to the rear forks of their bicycles in such a way that it will snap against the spokes of the wheel and produce a sharp rattling sound. When riding at good speed the noise increases very materially, and the result is said to be a sound which resembles the exhaust of an open muffler so closely as to make pedestrians dodge from the crossings whenever they hear it, much to the delight of the small riders.

The Benefits of Marriage!

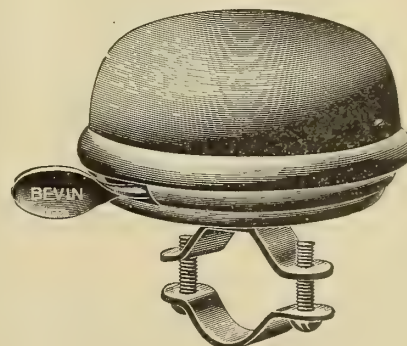
A utilitarian correspondent to a foreign publication points out that to the motorcyclist, be he exponent of the "bi or tri," matrimony may bring some unexpected blessings. In the old day the trouble of cleaning the machine after a long ride in the mud or dust was so irksome that this essential operation was neglected or only carried out in a perfunctory manner. The coating of dried mud, dust and oil reflected little credit upon the owner, whose excuse would be that having so little spare time, he could not waste it in mere cleaning and polishing. Since taking unto himself a helpmate, however, things have changed, for upon going home with the idea of taking a run out into the country, he finds the machine cleaned and oiled, all ready for the road. He urges this aspect of matrimony as an inducement to bachelor motorcyclists to mend their ways, and by marrying to avoid the trouble incident to cleaning the machine.

France Again Exempts Visiting Cyclists.

As a result of the efforts of the U. V. F., M. Caillaux, Ministre des Finances of France, has just announced that the provision exempting foreign cyclists touring on French ground from the payment of the regular bicycle tax, will continue in force under the new law, which went into effect at the beginning of the year. By this provision bicycles belonging to non-residents may be used without the regular registration shield for a period of not more than three consecutive months. In order to do this, however, the owners are required to apply to the proper authorities for permission which is granted in the form of a temporary license upon payment of a nominal fee. This license must be carried at all times as proof of the right to ride without the mark of registry, a boon that will appeal to the visitor's pocketbook.

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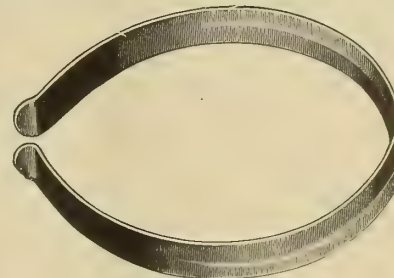
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The Week's Patents.

850,125. Cycle Sled. Josef Baldauf, Oberstaufen, Germany. Filed Feb. 6. Serial No. 299,765.

Claim.—1. A cycle sledge comprising in combination a frame, a back wheel mounted in said frame, a revoluble steering bar mounted on said frame, a bearing for supporting said steering bar, a front wheel mounted on said steering bar and an adjustable runner also fixed to said steering bar, the center of pressure between the runner and the ground being behind a point vertically under the central point of the steering rod bearing.

850,139. Handle Bar for Bicycles and the Like. Daniel Cronioe, Malmo, Sweden. Filed March 15, 1905. Serial No. 250,289.

Claim.—1. In a handle-bar for bicycles and the like, a bearing, pivoted arms, ball-shaped end pieces on the inner ends of said arms engaging the said bearing, and a freely turnable bow connecting the said arms to each other and having its ends slidably connected to the said arms, substantially as and for the purpose set forth.

850,527. Bicycle Support. Charles P. Ellis, New York, N. Y. Filed Oct. 19, 1906. Serial No. 339,635.

Claim.—1. In a bicycle support, a brace member having two downwardly and laterally diverging legs, each of which constitutes a socket, a brace-rod adapted to be inserted in either one of the sockets, and means for securing said member to a bicycle frame; substantially as described.

850,746. Bicycle. Hildebrando Garza, Monterey, Mexico. Filed Oct. 10, 1906. Serial No. 338,262.

Claim.—1. The combination with the bicycle and the driving mechanism therefor, of a handle bar comprising a plurality of sections pivotally connected, a bevel gear wheel having ratchet teeth on the periphery thereof loosely journaled on the front fork, a horizontal shaft secured to the fork above the bevel wheel, a sleeve loosely journaled on the horizontal shaft and provided with a sprocket wheel and with a bevel gear meshing with the horizontal bevel gear, a sprocket wheel on the rear wheel of the bicycle, a sprocket chain connecting said sprocket wheel and the sprocket wheel on the sleeve, a pawl arm loosely mounted on the front fork, a spring pressed pawl for engaging the ratchet teeth of the bevel gear, and a link connecting the pawl arm with the movable section of the handle bar.

Chain Not Always in Fault.

It is not easy to see how it can be so, but it is a fact, nevertheless, that in the majority of cases a snapping chain is not at fault, or if so, only slightly. It may be that the sprockets are out of line ever so slightly, or that their teeth are undercut just enough to prevent the ready release of the links. In the first case, the remedy is simple enough, the second all that can be done is to grind the teeth into the nearest possible semblance to their original contour.

How Germany Will Regulate Cycling.

As the fruit of wearisome and protracted negotiations between the Imperial authorities and representatives of cycling, regulations at last have been drafted for placing under uniform control the cycling traffic throughout Germany.

Although the cyclist has still to take out a permit—the so-called "Radfahrerkarte"—at the local police station, this permit will hold good for any state or free city in Germany. Visitors need not obtain a card, but they are expected to be in a position to prove their identity when called upon to do so. Under these circumstances, it is advisable for the tourist to carry his passport. Every machine must have a brake and a clear-sounding bell, also carry a brightly burning lamp in front at dusk and night, as well as in foggy weather. A special paragraph regulates the turning of corners, passing of vehicles, etc., as follows: "On turning into another street to the right, the cyclist must make a sharp turn; if to the left, a wide one. He must keep to the right side of the road and duly make way for vehicles, horsemen, cyclists, pedestrians, droves of cattle, etc." Public roads and open spaces may not be used for racing purposes without special permission of the local police authorities. Contravention of the regulations is punishable by a fine up to \$15, or imprisonment up to 14 days.



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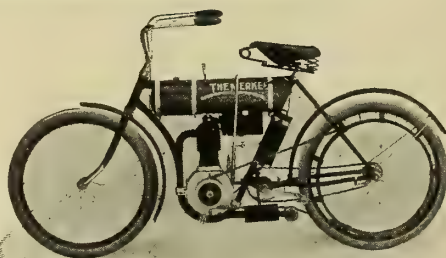
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FOUNDED 1877

Volume LV.

New York, U. S. A., Saturday, May 18, 1907.

No. 8

BIDDING ON POLICE BICYCLES

It Has Its Peculiar Features and Leads Cops to Ride "Dead" Eagles—How It All Came About.

New York's bicycle policemen have changed their mounts. Heretofore they have been riding high grade Columbias, but the more recent appointees to the squad are now pedalling machines bearing a brand that has not been manufactured for some two years, but which are being cheerfully supplied to the department by that peculiarly trustworthy concern—the Manhattan Storage Co., otherwise Morris & Grinberg.

While the date of the cessation of the manufacture of this brand is known, the particular vintage of the bicycles that the police are being supplied with is not susceptible of ascertainment. In fact it has been stated that "God only knows when they were made," but this is regarded as bordering on an extreme view.

Bids for seventy-five bicycles for the police department were opened in February, the specifications requiring that proposals should be for machines equal to a sample Columbia, with accessories, which was put on exhibition for the bidders. Of four bidders, two of whom bid on Columbias identical with the sample, the Manhattan Storage Co. was the lowest, the bicycles offered being Eagles, or at any rate, bicycles bearing the Eagle nameplate. It was quite a surprise to many people to hear about the Eagle, which was thought to be quite as extinct as its winged brother, the dodo. The other bidders were prompt to point out the history of the brand to the department, but the latter thought that the machines would be good enough for the bicycle policemen, provided there were certain improvements made in the quality of the pedals and chains. With its usual open

handed generosity toward customers, the low bidders hastened to make the improvements suggested and threw in higher grade accessories in the way of lamps, bells, tires and extra grips than were called for in the specifications, impressing the department with their overflowing liberality, but without disclosing whether the margin of profit on the machines themselves was sufficiently enormous to permit of such a policy. The great merchandising experience of the firm, however, would be in the nature of a protection against its making any serious errors in supplying too much for the money.

Being interested in the department's view that the Eagle bicycles in question are the equal of the sample modern Columbia which was shown to the bidders as the necessary standard, a Bicycling World representative called on Inspector Titus, of the police supply and repair department, with whom the judgment largely rested.

The goodlooking inspector was apparently ready to talk frankly and freely about the department's position. He showed that there was but \$1 difference between the prices for Pierces and Eagles, and that the terms of the award give the department six months to use the bicycles before paying for them, all broken parts to be replaced free of charge. If in the six months the bicycles show any general defects or do not give good service, they will all be sent back to the bidders and the latter will forfeit their bond, as well.

"We were mighty careful in dealing with the Manhattan Storage Co.," said Inspector

(Continued on Page 260)

The Retail Record.

Caledonia, N. Y.—Hackett & Gatewood, new firm.

Ottawa, Ill.—Bane & Zeller, sold out to Sam Bonnefoy.

Orlando, Fla.—D. Bachelor, sold out to E. H. Westover.

Berkeley, Cal.—V. Reid, new store at 2108 Channing way.

BUYS BANKRUPT TIRE PLANT

Chicagoan Bids in Milwaukee Factory—Behind the Bid is a Tall Tale of Wonder Working Process.

At the receiver's sale last week, the plant of the bankrupt Milwaukee Rubber Works Co., Milwaukee, Wis., was bid in by J. D. McNamara, of Chicago. He paid \$61,000 for the entire plant, stock and machinery.

McNamara is understood to have been acting in the interests of the Federal Rubber Co., which, capitalized \$100,000, was incorporated last week under the laws of Wisconsin, and which was formed to exploit a chemical discovery made by W. F. Koneman of Chicago, who is a stockholder in the new company. By Koneman's process, which appears to be a reclaiming process, "it is possible to manufacture new products from old; in a word, to restore the resiliency and life to worn-out rubber and make it again a usable article." It is expected to greatly influence the price of bicycle tires, among other things.

According to the story as it appeared in Milwaukee, Wis., the "rubber trust" was dealt "a heavy blow" when the Federal Rubber Co., which is "backed by 15 wealthy men of Milwaukee," was organized, presumably, as stated, because of the Aladdin-like process of converting old rubber stock into a product "just as good" as the new rubber which now commands such a high figure. Among the wealthy Milwaukee stockholders are C. F. Pfister, George Brumder, W. F. Mayer, Fred Vogel, and the estate of the late William Becker. The erection of a \$100,000 plant may be started within a few weeks. Meanwhile, it is stated, that Koneman's process has been tried out at the Milwaukee Rubber Works and that it has "made good." To this circumstance is attributed the fact that the Milwaukee monied men were induced to become interested in the Federal company.

BIDDING ON POLICE BICYCLES.

(Continued from Page 259)

Titus, "because we knew that—well, you know what their reputation is. But with the changes we demanded in the way of pedals, tires, chains, and gears, and the fact that we get any saddle we want, and the best accessories, we think we are all right, especially as we can throw the whole lot back on them any time, within six months if they prove a poor bargain.

"Of course," continued the inspector, "the bicycles haven't got the reputation that the sample had, and if reputation alone determines the quality of a bicycle, they are not as good, but the men seemed to think the bicycles would prove satisfactory when the changes in equipment were made, and we would have a hard time explaining to the comptrollers why we should skip low bids to take the high ones."

The other bidders take a different view of the matter, however. They did not know that the department was to be so easily satisfied. They thought that in offering a Columbia as a sample that the commonly accepted trade standards of high grade bicycles were to obtain, and offered in two cases to duplicate the sample and in the other case, to supply Pierce bicycles. Had the Eagle or any other "job lot" or defunct bicycle been offered as the standard for bidding, these bidders would have offered machines of much lower price, lower by far than the figure at which the successful bidders got the contract. In short, they feel that the \$5 apiece that they paid for the privilege of bidding made lemons \$60 a dozen.

From the trade standpoint, therefore, bidding for police department contracts is fraught with perplexity and difficulty. It is not so long ago that the police department sought bids for motorcycles, with the mechanical specifications so ingeniously and minutely drawn that only one particular make could meet them. While the other makers, through lawyers, were successful in breaking the contract thus awarded, the second bidding and award only confirmed the results of the first. What constitutes the real secret of successful bidding is consequently a matter of considerable interest.

When the ever truthful Manhattan Storage Co. was asked by telephone, Thursday of this week, as to whether it had the agency for Eagles, a prompt affirmative was returned.

"But I didn't know that Eagles were being made now," the inquirer continued. "Are they still being made?"

"Oh, yes," came the reply from the veracious temple. "We've got them in sixteen different styles, from \$21 up. When you come over to buy, ask for Mr. Frankel."

The affairs of the Eagle Bicycle Mfg. Co., of Torrington, Conn., were formally closed up about two years ago. During more than fifteen years of existence they never produced sixteen different models,

FIGURING PISTON DISPLACEMENT

Method of Determining This Important Element in Motor Design—Value as Basis of Contests.

Piston displacement is a term which to the average motorcyclist conveys little or no meaning. And the fact that it cannot be measured with a foot rule, causes him to regard it as something "altogether" beyond his own sphere of interest. Horsepower, on the other hand, is something with which he has been familiar for so long a time that he fails to consider the fact that it also is a more or less arbitrary expression and one which he must take on trust from the maker. Piston displacement as a measure of horsepower, or at least as proportional to it, is a term which he cannot readily digest, simply because it is foreign to the maker's catalogue and because it is novel to his ears. The frequency with which the expression is used, however, together with the fact that the competition committee of the Federation of American Motorcyclists is considering the elimination of the term horsepower from its rules in favor of piston displacement, and that the Decoration Day hill climbing contest of the New York Motorcycle Club will be run on a displacement basis, raises the importance of the thing to a point where no rider can afford to ignore it and yet call himself well posted.

Piston displacement is, in a word, merely the space covered or volume swept out by the piston at each stroke. Volume being the product of length, breadth and thickness, evidently the measure of this quantity is the product of the piston stroke of the engine, multiplied by the area of the piston, or of the cylinder bore, which is practically the same thing. And this, in turn is the product obtained by multiplying the square of the bore by a certain factor which is known to give the area of any circle when multiplied by the square of its diameter. This factor is 0.7854, and it is derived from the ancient calculation known popularly as "squaring the circle." Hence, to find the piston displacement of any motor:

Multiply the cylinder bore by itself, multiply the product by 0.7854, and multiply the continued product by the stroke—both dimensions being taken in inches.

If the cylinder dimensions are given in millimetres, obtain a product in the same way and multiply it by 0.000061.

Thus for a motor the dimensions of which are $3\frac{1}{4}$ by $2\frac{5}{8}$ inches; to find the piston displacement, multiply $3\frac{1}{4}$ by $3\frac{1}{4}$, which gives 10.5625; multiply that by 0.7854, giving 8.2956, and that in turn by the stroke, which is 2.625, giving as the displacement 21.77 cubic inches.

Similarly, in the case of a motor rated in millimetres, for instance, as 82 by 86, the

continued product of $82 \times 82 \times 0.7854 \times 86 = 454,168.58$. Multiplying this by the reducing constant, 0.000061, gives 27.70 cubic inches—the required result.

The key to remembering how the displacement of any motor may be derived lies in the one word "volume." To obtain the volume of any space, it is necessary merely to obtain the continued product of its linear dimensions. The only difficulty to be encountered lies in remembering the rule for "squaring the circle," which is, "square the diameter and multiply by 0.7854." Performing this operation gives the area of the piston, which multiplied by the stroke gives the desired volume.

The reason for thus measuring the power of a motor on a basis of its cylinder volume, lies in the fact that the more convenient horsepower cannot be so readily determined. In fact, the average man has no means at hand of checking up actual horsepower. The cylinder dimensions are readily measured, if need be, however, and while not furnishing an absolute test of the power, turn out to be pretty closely proportional to it when developed by the foregoing formula. That is to say, a motor having double the piston displacement of another, may usually be expected to develop about double its power, and so on.

Similarly, if two motors having different cylinder dimensions, but developing the same displacement do not produce equal results under a given test, on a hill or on the road, it may be taken as an indication that the one yielding the better performance is better proportioned. So long as they make the same number of revolutions per minute, they are handling the same volume of gas, and the one giving the better results may be held to work to better advantage, to receive a more combustible gas, or more certain ignition.

Thus the volume or displacement basis, when used in competitions gives a most excellent method of discovering points of good—or bad—design in the competing machines, and reveals them in such a way that the direct causes to which they should be attributed are generally speaking, not far to seek.

Reducing Rates on Motorcycles.

As is well known the enormous express rates charged for the transportation of motorcycles, are a great burden to the maker. One western manufacturer has, however, devised a method of circumventing the system which brands everything marked as a motor as legitimate prey. To this end, he boxes motors and bicycles separately, shipping the one as "machinery" and the other as "bicycles," the classification, being a perfectly correct one. All machines shipped to his agents, who he is sure will be able to assemble them correctly, are thus "knocked down" and sent separately, and the temporary expedient turns out to be a very good one, pending the vaguely promised traffic reform.

FAILURE! PANIC! FRENZY! RUIN!

Bankruptcy Threatens Bicycle Makers but for "Outlet" Concern—Read the Advertisement and be Convinced.

Although they have good reason to know they have enjoyed and are enjoying an uncommon spring trade, it probably will surprise the American manufacturers of bicycles, tires and sundries to learn that they are on the "verge of ruin," that their factories are stagnated with goods, that dealers have cancelled orders, and that they are so badly overstocked that to escape the "ruin" they have placed themselves in the hands of Adolph Morris and his partner, Grinberg, who usually do business as the Manhattan Storage Co. In fact, although they are not aware of it, to meet the "emergency," "leading manufacturers" have formed the Manufacturers Outlet Co., leased a store in New York and filled it with a picturesque stock of green Eagle bicycles and some other two-wheeled creation styled the Linwood, and other stuff, and hired Morris-Grinberg help to assist in unloading it on the great green public at "half cost and less."

This startling information was contained in a rather generous advertisement which first appeared in the New York papers on Thursday last. The ad. bore familiar thumb marks, but it was even more than usually brazenly untrue and such a sweeping calumny of the cycle industry that it required notice. The ad. itself, without the prices, was as follows:

Bicycle Manufacturers'
Unloading Sale.
10,000 Bicycles at half cost.

A winter of many snowstorms, followed by a blustery March and cold April and May, has brought the bicycle manufacturers to the verge of ruin. The big factories are still crowded with bicycles for which there has been no spring outlet. Wholesalers and dealers have turned back orders; capital representing millions of dollars is tied up. To carry these great overstocks until next year would be business suicide. To meet the emergency leading manufacturers have leased this store and commissioned us to unload at

Half Cost and Less.
Sacrifice of Tires:

The backward season which has almost brought ruin to the makers of bicycles has been just as severe upon the makers of tires and sundries. In all we have \$150,000 worth of tires and sundries which must be disposed of in a few weeks.

Unloading Sundries.

Thousands of lamps, bells, horns, rims, handle bars, etc., some at one-fourth cost. You must come to thoroughly appreciate the startling offers at this great unloading sale. All we expect is what this great stock would bring at auction.

Manufacturers' Outlet Co.

The "Outlet" Company is located in a corner store formerly occupied by a firm of

nickel cigar makers. In it was an array which spoke unmistakably of a stock of something in the bicycle line. Moreover two enormous cloth signs over the doors, informed the passer by that what the advertisement said was so, and a few things more. The show windows were heaped with accessories of various sorts, some boxed, some exposed to view, while the interior was garnished with row upon row of bicycles.

A stoutish person of well-fed appearance and a marked visual defect was assiduously burnishing the head of a convenient bicycle with a handful of green silk, as the visitor entered, and from time to time during the subsequent interview, continued to flick specks of dust from frames and saddles which sadly needed the attention. In a little booth over against a wall sat a somewhat ornamental lady who had crowded up against the till to make room for a man in black to use the telephone against the wall behind her. On the left an improvised counter was laden with pumps and wrenches and tire repair kits in tempting and mouldy profusion, and a third man in a light brown overcoat was looking over the wares disposed on the shelves behind. He had the inquisitive air of another casual visitor. But later he swung about and added his weight to the plea for business.

The Bicycling World man sidled gravely to the right upon entering, and began to inspect the wheels nearest the door. The individual with the green silk rag sidled as gravely in his direction, eyeing him from a corner of his face and mopping first one handle bar and then another as he approached.

"Interested in bicycles?" he inquired, after coming very close.

"Yes. I came in to look at a juvenile wheel. I saw your ad in the paper, and so I thought I'd come around."

"Well, what size wheel did you want?" was the inquiry.

"Why I want a wheel for my little girl. She's ten years old, and I just thought I'd stop in and see—"

"Well, now here we have a wheel that ought to be about what you want. It is a strictly high grade machine, and we'll guarantee it just as good as any made. And what's more, we'll prove it. We'll give you a two-year guarantee on that machine and we'll—"

The visitor was stooping over to inspect the name-plate which was very much brighter than any other part of the mount in question. "L-i-n-w-o-o-d. High Art. Made in U. S. A.," he spelled out. "Linwood, Linwood, I don't remember—"

"That's the Eagle," interjected the man with the eye, who was very oily in appearance and very smooth in conversation. "We've got their whole plant," he continued in response to a wondering inquiry. "Yes, they're out of business, but we've got their whole stock (with a wave of the hand),

see all these machines? Well, we've got everything; and this machine here is just as good—"

"Well, how much is it?"

"Sixteen dollars and a half. Yes. And we'll give you all the high class accessories and fit it up grand, just as if you were getting the most expensive wheel made, and we'll guarantee you perfect satisfaction."

But the visitor wanted a little cheaper mount than that if possible, and referred to the fact that the advertisement announced juvenile machines as low as \$12.50. "Oh, yes," they had them. And the way was led to a bunch of diminutive machines with diamond frames, much smaller in size. They proved to be too small in the first place, and were not recommended by the salesman, who thought the other was just about to the supposed customer's liking. He could get a drop frame in the smaller size—"Oh, yes." But it would not be such a good bargain by any means. Now this other mount was "made to sell for \$25." And the fact was imparted with much show of confidence.

After further questioning, a tendency to compromise was developed. "If you would put up with cheaper tires, now, I could let you have that machine for less. Yes, those are good tires, they're Pathfinders. They're all right, but you could get on with cheaper ones." Previously a generous offer had been made to put on "better tires than those," but now they had begun to appreciate in value. Cheaper tires would do just as well and last just as long, he was sure, and more than that, "when you pay for this machine, that's all it's going to cost you for two years. We fix that for you in our guarantee. And we give it to you in writing. Oh, yes, we are going to stay here for two years. Look at all these wheels we've got to get rid of! And more than that, we have five other stores right here in New York City. Why, up on Forty-ninth street and Broadway (the Manhattan Storage Company is located there) we've got a big store with hundreds of automobiles in it and we've got all these other places where you can get any part you want at any time. We fix that for you all right."

"Well, how about this being such a bad season," inquired the visitor growing very interested. "I had heard all along that this was a good year."

"We're selling more wheels this year than we have for the last two years," was the reply given very earnestly. "Why—"

"But I thought your ad said this was such a bad year everybody was going broke."

Instantly both hands were extended, palm upward, and the salesman replied, "But this bad weather we've been having has killed all the business, you see."

It was rather difficult to see, all things considered, but the subject was dropped, in favor of some further discussion of the machine in hand.

THAT PESSIMISTIC ASSERTION,
 "All bicycles are about the same"
 DOES NOT APPLY TO
NATIONAL BICYCLES

There are more exclusive features of merit in the Nationals than in practically all other bicycles put together.

IT'S YOUR FAULT IF YOU ARE NOT ACQUAINTED WITH THEM
 OUR CATALOG'S FREE

NATIONAL CYCLE MANUFACTURING CO.,
 BAY CITY, MICH., U. S. A.

☞ It is better to buy "the best" tire and pay slightly more for it, than to purchase a "cheap" tire and repent later. "The Best" is the most economical in the long run.

FISK TIRES

are that happy medium of lightness and strength that insures Comfort and Long Wear.

☞ With our 1907 product, the Standard of Quality as set by us is the Very Highest—and no effort will be spared by us to maintain it in every respect.

THE FISK RUBBER CO., Chicopee Falls, Mass., U. S. A.

Boston
 Buffalo
 Denver

Springfield
 Cleveland
 Minneapolis

New York
 Detroit
 Seattle

Philadelphia
 Kansas City
 San Francisco

Atlanta
 St. Louis
 Los Angeles

Chicago
 Montreal

THE BICYCLING WORLD and MOTORCYCLE REVIEW

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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, MAY 18, 1907.

WARNING AND A REWARD.

The swindler who purported to be F. B. Kennett or Kemmett, and who during last year traveled New York, New Jersey and New England, posing as a canvasser for the *Bicycling World* and several automobile publications, secured many subscriptions therefor, has renewed his thieving activities. He is now representing himself to be J. D. McDonald, and when last heard of was "working" Vermont. He is still employing the same methods and the same receipt or order blanks—which are of canary colored paper, and apparently carried in pad form. He gives his victims the carbon duplicate "receipts." The imposter is a plausible talker, who on occasion also represented himself as a member of the Federation of American Motorcyclists and because of such representations has pocketed the fees for several memberships. His most pronounced facial characteristic is said to be a nose of almost toothpick sharpness. Cyclists and cycle dealers should be on the guard against the swindler and refuse to pay any money to any alleged canvasser who cannot produce proper authorization. For any information leading to the detection and arrest of the man Kennett, Kemmett, McDonald, or under whatever alias he may travel, the *Bicycling World* Co. will cheerfully pay a reward of \$25.

Calumny that Calls for Action.

If the Cycle Manufacturers Association and the Cycle Parts and Accessories Association truly aim at the preservation of the interests for which they stand, we respectfully call to their notice the advertisement of the so-called Manufacturers Outlet Co., which is reproduced in part in another column.

If the manufacturers permit the disastrously damaging libel that they are "on the verge of ruin" to be scattered to the four winds, supplemented by the lie that "to meet the emergency," that is, to avoid ruin, they have leased the New York store covered with cheap cloth signs and occupied by the so-called Manufacturers Outlet Co., and are there disposing of their bicycles and tires and sundries at sacrifice prices—if the manufacturers can permit that sort of thing to pass unchallenged they may as well close up their publicity bureau and cease all other efforts to rehabilitate the bicycle and convince the public that the industry is very much alive. On the other hand they cannot better serve their interests and their agents' interests than by taking vigorous and unrelenting action against the authors of the libel. Bad news and unpleasant gossip travels much faster than the wholesome article, and usually gathers magnitude as it travels. But there are laws in New York State against false statements in advertising, and also against the free use of "fancy" company titles. These laws should be amply sufficient to meet the situation and President Johnson of the Cycle Manufacturers Association could send his name sounding down to posterity and prove himself the right man in the right place by bringing those laws to bear.

The *Bicycling World's* investigation has proven that the so-called Manufacturers Outlet Co. is but another title for Morris & Grinberg and that the bicycles they are unloading bear the name plates of a concern that "saved itself from ruin" by going out of business several years ago, and other and cheaper bicycles bearing another nameplate, but which are represented as having been made by the defunct concern.

Connecticut's Discouragement of Cycling.

In the new Connecticut automobile bill which has been recommended for passage, every type of road user save the cyclist, has been considered. The motorists whose craving for unlimited speed is satisfied by

the measure must of course take care of themselves, but while doing so it is provided that they shall reduce speed when passing a pedestrian walking in the roadway, or a person leading, riding or driving a horse, ox, ass or other draft animal, which makes it clear that the man or woman, boy or girl, who may be riding a bicycle, must shift for himself or herself.

Connecticut is the first populous State to propose abolishment of speed limits and however the prospect may please the automobilist, it is certain to prove a dangerous experiment and one that will do nothing to encourage the use of bicycles. Generally speaking, the average father and mother, if they themselves do not fear to cycle, are already fearful of permitting their children to do so, and solely because of the speed of automobiles. When these ponderous vehicles are authorized to tear through the city and town and country at 40 or 50 or 60 miles an hour, if in the judgment of their drivers it is "safe and reasonable" to do so, and when the provision regarding the reduction of speed on curves and at crossroads is so elastically indefinite that the reduction may be from say 50 to 40 or 40 to 30 miles per hour, there are many reasons why bicyclists should "take to the woods." It was in Connecticut, too, that only last year, a motorcyclist had his skull fractured by being run into by a motor car while another one was tossed a hundred dollar bill as salve for wounds of a less serious character.

There are too many fools and speed-maniacs driving motor cars and riding motorcycles to be licensed to travel at whatever pace their fancies will. It is not good for them nor for cyclists or the general public. The public roads were never designed for that sort of thing and while we hope we will prove to be mistaken we are of opinion that the State of Connecticut will discover the truth after the damage is done.

One thing is certain: the Connecticut bill is such an obvious and distinct deterrent to cycling that the president or secretary of the L. A. W. should lose no time in acquainting the legislature with the fact. The very name L. A. W. is still potent and would carry weight and action of the sort would serve to show cyclists that the good old organization has not only outlived its usefulness, but is still looking out for their interests and therefore deserving of support. It is up to you, President Everett, or to you, Secretary Bassett.

SALT LAKE TO HAVE APLENTY

Races to be Held There Three Nights Each Week—The News of the Training Camp.

That Manager John Halvorson of the Salt Palace saucer track means to give the Mormon public all that is coming to them in the way of bicycle racing during the coming season was made plain in a letter received by the Bicycling World this week, in which the Salt Lake promoter states that three meets will be held every week during the summer, as against two weekly meets heretofore. The days selected are Sunday, Tuesday and Friday. Sunday racing will be an innovation but one that undoubtedly will reap a harvest for the promoters.

The colony of riders received an addition this week when Fred Senhouse, a well known Australian amateur arrived in Salt Lake City. Senhouse is on an around the world pleasure trip and stated that he will ride in Zion during the summer before coming East. He hails from Sidney and shows "earmarks."

Worthington L. Mitten, the champion bicycle rider and strong man of Iowa, has written that he will soon shake the red soil of Davenport from his cowhides and hike toward the temple. Mitten says that the one ambition of his life is to ride Ben Munroe another such match race as made such a hit with the public last season.

Training has started in earnest and Kramer and Lawson, of course, are the big ones who are being watched carefully. Pye, the Australian, distinguished himself the other day. After a fifteen mile workout he jumped out and finished with a half mile sprint that was remarkable. Reliable timers caught him at 55 seconds, which is within $1\frac{1}{2}$ seconds of the world's record.

It was reported from Ogden this week that Harry W. Heagren, who formerly managed the Salt Palace saucer, has been negotiating for the track at Ogden, and that he had been practically promised the lease. Whether the report was true or not Heagren declined to say. He was instrumental in having the track built and promoted the first season's races. John M. Chapman promoted the races the second year, and the same report has it that he also is dickering for the lease.

Big Crowd on a Century.

If one had been in the vicinity of Bedford avenue and Eastern Parkway, Brooklyn, last Sunday, 12th inst., he could not conscientiously have said that century runs were a thing of the past, for Bedford Rest, from which started the eleventh annual spring century run of the Century Road Club of America, New York State

Division, presented an animated appearance in the early morning and late in the afternoon.

The run was a decided success, the only thing tending to mar it being the uneven pace set by the fast division. The first division left about 7 o'clock, with nearly 100 riders in line. The chief pacemaker was H. H. Hintze, winner of last years century and mileage competition, who had for his aids, A. H. Seeley, C. R. C. of A., Geo. McAdams, Tiger Wheelmen; Morris Rosenblum, Roy Wheelmen, and J. B. Hawkins, C. R. C. A. The second division left some time later in command of Harold Grupe, J. Noe and J. Collins. The fast division which had in it nearly all the racing men hereabouts left at 8:30 o'clock, in charge of E. G. Gripe, who gave up some of the work to John Eubank, A. E. Rhodes and Fred Peterson.

In all there were 192 entries, of which 146 actually started. New Jersey sent a big delegation and John Mitchell and Dan Connolly rode down from Greenwich, Conn., and finished in the run. Several spills were reported in the fast division. F. Elliott Adams, the fast floor expert, was one to bite the dust. He was injured somewhat but finished with the bunch. J. Collins and Otto Kirk, the two riders who will shortly attempt to lower the transcontinental record, were in a smashup but also finished.

McFarland May Manage Vailsburg.

Floyd A. McFarland is due in America tomorrow (Sunday), on the steamship Philadelphia. His arrival will clear up the Vailsburg situation. If McFarland can be prevailed upon to assume the management of the Vailsburg board track, it is very probable that P. T. Powers will open Madison Square Garden for racing during the summer months, as a bicycle track will not interfere with his roller skating rink in that building.

Just before McFarland left for Europe, after the six day race, he and C. B. Bloemcke had several conferences concerning the New Jersey track, but no mutual agreement could be reached at that time. Since then, however, the owner of the Vailsburg track has learned that if the track racing game in the East is to be saved its salvation must come through McFarland, and therefore the Californian will be given the track on very suitable terms should he desire to take it. The result will be awaited with much interest.

German Tracks Revise Wind Shields.

The administration of the German Tracks Association has modified the regulation concerning the windshield in so far as its use now is left to the promoter. The object of this decision is to cut down the pace on tracks not built for high speeds, excessive speed having been the cause of several incidents that brought about the abolition of windshields altogether.

COMING EVENTS

May 19, Valley Stream, L. I.—Century Road Club Association's 15-mile handicap road race; open.

May 19, Valley Stream, L. I.—Park Circle Club's 20-mile handicap (outlaw auspices).

May 30, Manhasset, L. I.—New York and Brooklyn Motorcycle club's joint hill climbing contest; open.

May 30, Long Island City, N. Y.—Irish-American A. C.'s 2-mile handicap, at Celtic Park; open.

May 30, Hicksville, L. I.—Hicksville A. C.'s bicycle and athletic meet; open.

May 30, Newark, N. J.—Bay View Wheelmen's annual Irvington-Milburn handicap road race (outlaw auspices).

May 30, Atlantic City, N. J.—Atlantic City Wheelmen's 25-mile handicap road race; open.

May 30, Cleveland, Ohio—Handicap road race; open.

May 30, Detroit, Mich.—Detroit Wheelmen's annual Belle Isle handicap road race.

May 30, Salt Lake City, Utah—Annual 25-mile handicap road race; open.

May 30, Buffalo, N. Y.—Buffalo Athletic Association's bicycle and athletic meet at Kenilworth Park track; open.

June 22, Providence, R. I.—Providence Motorcycle Club's track meet; open.

June 30, July 4 and 7, Paris—World's championships.

July 24-25, New York City—Federation of American Motorcyclists' national endurance contest, New York to Providence, R. I.; open.

July 25, 26, 27, 28, Providence, R. I.—Federation of American Motorcyclists' national meet.

Aug. 8, 9, and 10, Atlantic City, N. J.—Midsummer meeting of Cycle Manufacturers' Association and Cycle Parts and Accessories Association.

Tigers, Roys and Three P's to Mix.

The Tiger Wheelmen will hold its annual "officers' race" at Oppers, on the Hoffman boulevard, Long Island, on Sunday afternoon, 26th inst., and the Roy Wheelmen of New York will hold several club races there on the same afternoon. The Three P's (Purely Pleasure Pedallers) will run an invitation club run to Oppers to witness the races, although its first regular outing will not take place until Sunday, June 2.

Jack Prince Bobs up Once More.

Jack Prince is at it again. He has written to Salt Lake City that he is negotiating for a big coliseum to be built at Atlanta, Ga., in which an eight lap saucer bicycle track will be the feature. Prince wants to bring the entire constellation of Salt Lake cracks to Atlanta and hold races all next winter.

MAY REGAIN AMATEUR STATUS

Six Riders Likely to be Restored by N. C.

A.—Cold Comfort for "Outlaws"
from the A. A. U.

There is every prospect that several of the amateur riders who were transferred into the professional ranks at the annual meeting of the National Cycling Association, held last February, may regain their amateur status, after all.

The riders who will get a clean bill, if a favorable vote of the members of the Board of Appeals is secured are: Fred T. Warner, Louis J. Weintz, Franklyn Fisher, John A. Eubank, Arthur E. Rhodes and Carl Ericson, all of Brooklyn, N. Y.

M. L. Bridgman, chairman of the Board of Appeals, has worked assiduously on these cases since the transferred riders filed appeals with that board and that the six mentioned riders will be permitted to ride again as amateurs is highly probable. Mr. Bridgman, when approached by a Bicycling World man, confirmed the rumor, and stated that he had made recommendation that the six men be reinstated, but that no official announcement could be made until a mail vote of the members of the Board of Appeals is taken.

The cases of Charles Mock, Walter Raleigh, Otto C. Brandes and Arthur R. Wilcox are still under advisement pending further investigation, the evidence against them, it is said, being much stronger than in the case of the others. Victor J. Lind, who was one of the riders who "got the hook," did not make an appeal—which entails a fee of two dollars—from which it is apparent that Lind would just as soon ride as a professional if he cares to ride at all in the future. Hume and West, the Salt Lake riders, did not make an appeal either, which also was not surprising.

It was generally supposed that the evidence against some of the so-called Cycle Path Cork Pullers wrapped itself around a "gold cork" which was not a gold cork at all, but a gilded champagne stopper. It was alleged that the members held Sunday scorchers on Brooklyn streets and that the amount of the entry fees, usually one or two dollars, was wrapped around the cork and given to the winner. But according to one of the scorches the money was only stage money—advertising greenbacks.

Be that as it may, the aggrieved cork-pullers who constitute one of the chief props of the Federation of misnamed Amateur Cyclists, and all other outlaws, this week received a very cold shower bath when President James E. Sullivan, of the Amateur Athletic Union, authorized the statement that the outlaws will get their just deserts, in so far as the A. A. U. is concerned.

Mr. Sullivan said that the alliance with the National Cycling Association will be

respected to the letter—that all cyclists competing in events not sanctioned by the N. C. A. who are suspended by that body, will be promptly disqualified by the Amateur Athletic Union, not only from all open games embracing all phases of athletic sport, but from closed club competition as well.

Hastings to Compete in England.

Theodore K. Hastings, Brooklyn, N. Y., eastern vice-president of the F. A. M., has completed arrangements to participate in the six-days trials promoted by the Automobile Club of Great Britain, and which will occur August 14 to 21. He probably will sail for London on August 3d. As the first American motorcyclist to compete abroad his venture naturally will prove of unusual interest and as he is a careful rider who "knows motorcycles," he is likely to give a good account of himself. There is a bare possibility that another well known Brooklynite will accompany him. Hastings will take with him a single cylinder Indian, which he is having finished in French gray and which will be shod with G & J tires with the new Midgley non-skid tread. He has no intention of racing while abroad as has been reported.

Baldorf Wins Five-Mile Handicap.

F. Baldorf, riding with a handicap of three minutes, won the five mile handicap for Century Road Club Association members, at Valley Stream, Sunday, 12th inst. Baldorf and Peter Wollenschlager kept together pretty much of the distance, but in the last mile Baldorf pulled away from the veteran and won sitting up. Herman Hink, from the one minute mark was third. First time prize went to Fred C. Graf, who covered the distance in 14 minutes 5 seconds. Baldorf's time was 15:27. The summary:

F. Baldorf	2:00	15:27
P. Wallenschlager	3:00	16:27
H. Hink	1:00	14:45
J. Lewin	1:00	15:05
F. Graf	Scratch	14:05
J. Eifer	Scratch	14:33
G. Glunz	Scratch	15:20
A. Lewin	2:00	17:20½

Turn from Racing to Pleasure Rides.

The Northeast Wheelmen's Racing Association, of Frankford, Philadelphia, who organized last year and promoted a track meet at Holmesburg, have gotten together again, but not exactly as a race promoting organization. This year they will devote more attention to the pleasure side of cycling, and to that end will hold runs as often as possible. The first run was held last Sunday, 12th inst., when 26 riders pedaled to Bristol, Pa., and return; the next run will be on May 26th, to Somerton and return.

If you are interested in Motorcycles, "Motorcycles and How to Manage Them" is the very book you need. Price, 50 cents. The Bicycling World Co., 154 Nassau St., New York.

F. A. M. MEET DATES CHANGED

Advanced from August to July—Endurance Contest Moved Forward, Also—
Providence's Opening Races.

Because Rhode Island had selected for its "Old Home Week" the same dates selected by Massachusetts for the same purpose, Rhode Island has consented to advance its celebration from the week of July 28th to the week beginning July 21st.

As a result the Providence Motorcycle Club has changed the dates of the annual meet of the Federation of American Motorcyclists, which will be held under its auspices, from August 1, 2, 3, and 4 to July 25, 26, 27 and 28. In turn, the F. A. M. has shifted the start of the national endurance contest from July 31 to July 24.

With this important detail settled the arrangements for the meet have been taken up in earnest and it is likely that the Providence club will be able to announce the full program before the close of the present month. The Rhode Islanders are intent on one thing: They mean that the F. A. M. membership cards shall prove their value during the meet. Among other things, the cards will provide training privileges, free admission on both days of the championship race meet, and also to the reception and "feed" which will follow the annual business meeting and election on Saturday evening, July 27th. The meeting will be held in a hall with folding doors and immediately business is disposed of the doors will be thrown open and the "good things" disclosed to view.

Meanwhile, the Providence Motorcycle Club has fixed its "appetizer" race meet for Saturday, June 22. It will occur on the half-mile Hills Grove track, which the club has leased for the season. Seven events will comprise the card, which is somewhat out of the usual. It is made up of a mile novice for single cylinders, ridden by their owners; two miles for Rhode Islanders who have never won a first prize; pursuit race, Providence vs. Newport; two miles for single cylinders; a mile consolation, riders to use the same machines ridden in the previous races, and an unlimited pursuit race between the winners of the day. The Providence club itself is out for the Betts Shield and will select its team for the 50 miles race for that trophy from its members who compete on June 22. B. A. Swenson, 185 Prairie avenue, Providence, is receiving the entries.

The Buffalo Athletic Association will run a bicycle and athletic meet at the Kenilworth Park track, Buffalo, N. Y., on May 30th. Sanctions for the events have been issued by the National Cycling Association and the Amateur Athletic Union. It is probable that another meet will be held during August and another on Labor Day.

FOGLER AMONG THE RECORDS

Breaks the 30 Kilometre at Paris—Bad Pace Caused Defeat—Other Americans in the Money.

Fogler rode a game race at the Buffalo Velodrome, Paris, on Sunday, May 5th, but evidently the track management did not want him to defeat their pet, Darragon, for the blond-haired American trolley-dodger was certainly slighted in the pace that was furnished. The race, which was the piece de resistance of the meet, was a 50-kilometre event, paced by human tandems. Although Fogler was defeated he was in front at 30 kilometres and broke the world's record for the distance in 36:26 $\frac{3}{4}$.

The race started with Darragon, Seigneur and Fogler up, it being announced that Van den Born would not ride, as he felt indisposed. Darragon led off, followed by Fogler, but Seigneur, who resembles the American very closely, closed the gap. Ten kilometres were covered in 12:00 $\frac{3}{4}$, the old record being held by Darragon in 12:46 $\frac{3}{4}$. The race had settled down into a steady grind when Fogler's tandem punctured. The time for 20 kilometres was 24:09 $\frac{3}{4}$ (record, Darragon, 23:53 $\frac{3}{4}$).

Seigneur, who had been awaiting his chance to go ahead, took the lead. Thirty kilometres were covered with Fogler leading, in 36:26 $\frac{3}{4}$, which was just a few seconds better than the late Pottier's record for the distance. At this time Fogler began to have trouble with his tandems and several times had to back pedal to keep from going ahead of his pacemaker. Darragon, profiting by this, moved up front. The champion of the world then called for more speed from Dupre-Doerflinger, his pacemakers, and went ahead for a gain of 50 yards, with Seigneur in second position and Fogler trailing. Seigneur and Fogler had almost regained Darragon's rear wheel when the American's pacemakers again got tired and left him in the lurch, so that before another tandem could be secured Darragon had gained a lap on Fogler. The time for 40 kilometres was 48:15 $\frac{3}{4}$, the old record being 48:37 $\frac{3}{4}$. Five laps before the finish Seigneur passed Darragon but the latter unwound and regained the lead, winning out by one length. The time was 1:00:00 $\frac{3}{4}$, and Van den Born who had offered a trophy should fifty kilometres be ridden in one hour, saved his medal by two-fifths of a second. Fogler was third by a lap and a half. The old record was 1:09:29 $\frac{3}{4}$. In the hour 49 kil. 933 metres were covered.

Several of the American riders competed in the international scratch race, called the Prix Major Taylor, but they did not get placed in the final. John Bedell and Schwab were shut out in their heats,

while Krebs and Bardgett won theirs. Dupre and Rutt got across the tape before Bardgett in the first semi-final and Mayer and Martin won from Krebs in the other. The final went to Henri Mayer, of Germany, with Rutt, his fellow countryman, second by a wheel, and Dupre the same length behind Rutt.

Oscar Schwab won the invitation race with a field of thirty-seven against him, and Schwab and Bardgett corralled quite a lot of lap money in the Course des Primes.

On account of defective pacing McFarland was trounced at Treptow on the 28th inst. by a couple of second-raters. Steelbrink won from Schulze, the American finishing last by 6 miles.

Menus Bedell won an hour race at Antwerp on May 5th, covering in that time 75 kil. 650. Verbist, who fell twice, finished second with 71 kil. 800, and Simar was third. He covered 70 kil. 400.

Nat Butler rode at Munich on May 5th, but did not get placed, the hour race going to Bruni, 70 kilometres, with Gombault second by seven laps. Heiny, of Germany, fell and broke his shoulder blade.

Eight thousand persons saw Floyd McFarland defeated and Bruno Salzman seriously injured at Dresden on May 5th. The accident to Salzman occurred in the hour race which was won by Contenet, with 77 kil. 700, and Rosenloecher second, with 76 kilometres. Rosenloecher won the 10 kilometre race in 7:37 $\frac{3}{4}$, Contenet was second, Salzman third, and McFarland last.

Walthour was not injured at Erfurt, Germany, on the 5th inst., despite cable dispatches that had him seriously hurt, and in a hospital. Instead, he rode in good form and won the Grand Prix d'Erfurt. The first heat, 10 kilometres, was taken by Vanderstuyft, by 300 yards in 9:53. The American captured the second heat, 25 kilometres in 23:15, beating the Belgian by 20 yards, and also won the final, 50 kilometres, by 10 yards, in 46:41.

McCrea Makes a Fast Quarter.

J. Nash McCrea, the Springfield, Ill., "whirlwind," should pay a visit to some of the big tracks of the country, for he evidently is too fast for Illinois, according to reports from that State. At Decatur, Ill., on May 10th, the fast Springfield rider made a runaway of the mile race, winning out by over 250 yards, and covering the distance in 2:40. He won so handily that every entrant in the five mile open got frightened and refused to compete against the Springfield rider. The management then agreed to make the distance a quarter mile, but still they couldn't get up their courage, so McCrea started alone. He covered the distance in 27 seconds from a standing start, which is remarkably fast going. The record for the distance is 25 seconds, made on a banked board track. Judging from this McCrea is too speedy to fritter his time away at insignificant race meets.

BERRYESSA BEAT THE TRAIN

Observation Race Between San Jose and Gilroy Was Not "Observed"—Fifty-six Riders Contest.

In the fast time of 1 hour 20 minutes 3 seconds, John R. Berryessa, one of the cracks of the Garden City Wheelmen of San Jose, Cal., won the first time prize in the 30-mile observation road race between that city and Gilroy on Sunday, 5th inst. The finish between Berryessa, Showalter and Waibel was very close, only inches separating them at the tape. The race would have been one of the most successful held on the Pacific coast in some years, had not the observation train failed in the performance of its duty.

After "Jack" Dermody had got the fifty-six starters off their marks, the limit men having a handicap of 15 minutes, all the spectators made a rush for the observation train that was to carry them to Gilroy and incidentally let them get a glimpse of the race along the course, but when they reached the station the train was not ready and did not leave San Jose until ten minutes after the scratch men had departed. Then, to add to the discomfiture of those who had paid a dollar and a quarter each to get on the train it encountered a stalled freight near Morgan Hill, and this caused a lay over of three-quarters of an hour. The spectators missed the race, of course.

One of the features of the race was the riding of C. E. Laye, of the New Century Wheelmen of San Francisco. Although handicapped by the loss of one arm, Laye rode a brilliant race and finished eighth. First place was taken by P. Quevillon, of the N. C. W., who started with a handicap of 11 minutes.

Here is the way the riders finished:

1, P. Quevillon, New Century Wheelmen (11:00); 2, E. J. Carroll, Oakland Wheelmen (11:00); 3, W. Penaluma, N. C. W. (11:00); 4, W. Clayton, unattached (15:00); 5, A. Halstead, Bay City Wheelmen (7:00); 6, J. Kruisch, unattached (9:00); 7, E. Nichols, unattached (9:00); 8, C. E. Laye, N. C. W. (7:00); 9, G. Highffs, unattached (9:00); 10, J. McCormick, unattached (9:00); 11, C. Schiller, unattached (5:30); 12, W. Bryant, Garden City Wheelmen (4:00); 13, L. Lomara, unattached (13:00); 14, Pete Castro, G. C. W. (2:30); 15, Vannier, B. C. W. (9:00); 16, Livio Magginni, G. C. W. (4:00); 17, F. Black, O. W. (5:30); 18, L. C. Rue, G. C. W. (5:30); 19, F. Berryessa, unattached (5:30); 20, J. D. Byler, G. C. W. (4:00); 21, J. Girlin, Golden City Wheelmen (11:00); 22, J. Gorham, Central City Wheelmen (4:00); 23, A. J. Daggett, B. C. W. (1:00).

Time prize winners—1, John Berryessa, G. C. W. (scratch), 1:20:03; 2, Carl E. Showalter, G. C. W. (scratch), 1:20:03 $\frac{3}{4}$; 3, W. Waibel, G. C. W. (scratch), 1:20:03 $\frac{3}{4}$.

MOTORCYCLING IN PORTO RICO

Experiences in Touring the Island—Gasolene a Rare Article—Native Repairing and Its Results.

Motorcycling always has its ups and downs, more or less, but for the man who is transplanted to a country of perpendicular highways, it is absolutely certain to be free from monotony and punctuated with more variety than is conceivable to the outsider. More than that the man who motorcycles in a land where motorcycles are about as scarce as elephants, is sure of

essary in order to make the grade. Looking down instead of up, there are three stretches of 3, 4 and 5 miles respectively, where you can shut off everything and coast like a lord, with the engine for brake, and not have to backpedal more than once or twice.

Since coming here, I have seen but one other motorcycle. But on the Ponce-Arecibo road, I counted four bicycles, and as many more on the streets in and around San Juan. I was careful not to count the same one twice, too. Ponce has many bicycles, however, but I do not blame any of the people who do not care to ride them. Their precious road to Alta de la Bandra is 58 kilos—which is 35 miles—long. May-

young and healthy belt. This river business used to bother me some, but now I have got so I fairly sail through every ford and rather like the sensation.

Another time the splice in the belt showed signs of parting so I had it sewed up at a shoe shop—as far as I have seen harness shops do not exist. The job was on the kid, glove order and the thread would have done for sewing on trouser buttons. It was good for about 10 miles, while in the states good sewing will last hundreds of miles. I took the job back and told the "zapatero" I wished it sewed "muy fuerte con mucha cera"—very strong with lots of wax. Small doubt of the wax after that. It was one-quarter of an inch



X—WHERE THE ROAD IS LOCATED

ONE OF MANY FORDS TO BE CROSSED

finding more sap in life than ever he dreamed of. Now Porto Rico is a fine bunch of hills on which the sun shines hot and constant, and has shone so hot and so constantly and so long, that it has clean fallen asleep. In its napping, it has overlooked the advantages to be gained by proper regard to the even tenor of the ideal highway. They build good roads to be sure, but they build them without the use of the spirit level.

Take for example the Ponce-Bandra road. It is a gradual slope for 15 kilos, then a climb to the summit, 24 kilos away from the starting point. The altitude at the end of the slope is comparatively slight, as altitude is reckoned down here, while at the top of the climb it is about 800 metres. That means a rise of say 800 in 9,000, or nearly 10 per cent. for something like $5\frac{1}{2}$ miles. Of course a 10 per cent. grade is nothing to worry about when you lean back in your chair and say it fast, but $5\frac{1}{2}$ miles of it under the pink sun is another tale altogether. North of the Bandra there are four regular "switch-backs," where the horseshoe turns are nec-

be three miles of it is down grade, 6 or 7 miles could not be ridden at all, and to walk and lead a wheel on those grades is even less pleasant than walking with a better excuse.

But when it comes to motorcycling, some of the disagreeable features are removed—yes, most of them. Many things happen in connection with the upkeep of the machine though, that are more or less humorous in their nature. But strangely enough, the humor generally appeals to some one other than the owner of the mount.

My machine is belt driven, and naturally enough the belt has seen better days, before and after its ocean trip. One time as it was getting quite too dry to my way of thinking, so I decided a little harness oil would help it, as I had tried the expedient before and found it a good one. Imagine my surprise on learning as a result of a thorough canvass that the town where I was staying boasted not a single drop of harness oil. I compromised on Coconut oil, and found that good too. But I must say that riding through rivers every day does not improve the condition of even a

thick on the threads and only to-day I scraped it off the rear pulley—a small handful of it. But it has held so far, anyway. I had thought perhaps a rivet or two would help, but the best he could do was a wire nail. They were the only rivets he knew. As well as I could make out, the nearest rivet was in Ponce.

While crossing the central range of mountains one day, I loosened the packing of the spark plug, probably it had got pretty hot as I had not stopped to let the engine cool, and as a result limped into Juan Diaz. I had been advised always to carry an extra plug when in the mountains and did as a rule, but of course this time "didn't count."

Well, I stabled the machine in a bath house through the kindness of a Puerto regueno and an American and took a coach home. Some time later I went back for it. I had left it with a full tank, but when I returned found the excessive heat had evaporated all the gasolene. Of course no fuel could be found in the city at first. Then one of the men I had sent out brought in a rum demijohn which he

said contained some "gasolina." My nose led me to conclude it also contained a mixture of rum, turpentine and benzine, but I decided to try it. The motor would run a little, but not off the stand. So I slipped off the belt and pedaled into Ponce, a distance of 12 km., and nearly melted the while. There I managed to get a supply of Standard Oil gasoline and rode over the mountains in good shape.

But certainly if the machine would run on rum, I think it would develop about 17 times the power that it does on gasoline, all things considered, and I wish it would, as it can be bought nearly everywhere. It is just as easy to buy a bottle of rum as a cigar, and it does not cost much more.

As a result of riding through numerous rivers and striking hidden stones, I loosened all but two of the rivets that hold the belt rim to the rear wheel. The best I could do was to get some rivets that would do for an automobile, judging by their size. I fixed the job up in fine shape though, and I wager they will stay longer than the originals. The best tools I could get were a hatchet, a big stone and my little cycle wrench. By means of the hatchet and the stone I cut off the old rivets and also the new ones and rivetted them down with the back of the wrench.

This is what may happen when you put your trust in native fidelity. The other day after I had climbed the mountains from Ponce on the Are-cibo road and going into Adjuntas, I conceived the brilliant idea of crossing the river without wetting my feet. So I got a boy to wheel the motor through the river while I used the stepping stones. He wheeled it all right, but left it there—when he got by the deepest part, machine and boy sank out of sight. Much to my disgust, however, the boy came up again. Naturally the motor did not. So I waded in and after some fishing recovered my machine. It was quite out of sight. I had to cross the same river a couple of hundred rods further on and as the rest of my journey was all down hill I did not try to start the motor. I tested the spark, however, and everything was all right. The battery box, which also houses the coil, was full of water when I got home and some days after, when I looked at the platinum points in the timer box I found that, too, full of water. But the next time I used the machine it ran gaily.

A native—peace to his father's ashes, but may his own be scattered to the breezes—once had the temerity to ask if the machine ever had been cleaned. I told him if he had had as much experience as that same motor he would look like a mud hut in the midst of a garden of roses, but he failed to catch the allusion and turned away unsatisfied. It is perfectly true that that machine does not look as though it had been built yesterday, nor even the day before. But that same little chunk of wire and tubing plus all the fireworks, has

made two trips from the Atlantic seaboard to the Mississippi, traveled 2,000 miles by freight, sailed 1,500 miles on the ocean, and run through a long winter on the prairies. During its life it has journeyed as best it might by express and by baggage, and on railroads and steamboats. It has been jerked up by steam donkeys and brayed at by the other kind; crumpled and crushed in stowages, and smashed into lighters under tropical skies; squinted at by Yankoes and laughed at by niggers who would faint if they heard it bark; and all the time, barring two minor exceptions it has gone uncrated. Down in San Juan harbor a big stevedore who ought to have been in some quarry, knocked off the trip knob of the cyclometer. Otherwise nothing more than a few dents and bruises are left to tell the tale of its pilgrimages. Now



PORTO RICAN MOTORCYCLE COSTUME

what sort of a show do you suppose that black native of tropical ancestry could stand in a career like that? I am going back and explain to him some day.

Interesting in connection with the tale of this traveling is the fact that the total cost of the 2,000 miles of water going amounted to \$1, which I paid on the Hudson River in order to get from Albany to New York. As for repairs, \$2 will cover everything with the exception of pedals. I have had one new ignition spring with platinum point, one piece of platinum, two or three nuts, two brass clips for the mud guards, and three or four screws.

As for pedals, I am on my fourth pair of new ones and have also used up two old ones. All have been smashed in spills and collisions. The last one broke in a river by striking a stone. I smashed one pedal when the machine took a header and turning a complete "flip-flap." I also turned something at the same time, and nearly broke one of my pedal extremities.

I have had no punctures in Porto Rico but repaired a small one that I got near Syracuse, N. Y. I found that the rim was badly rusted, but could not see than any water had got into the tire. I sandpapered the rust off the rim and tire and I suppose there is another coating now. Only

once has the machine been carried all the way over a river at a ford. This river was deep and I did not want to get the saddle wet, so got three peons to carry it over.

This was the river where they said they united the old and the new, when the President was here. He was in an automobile at the time, and the water was so deep that it flooded the machine and choked it off. But a yoke of good stout oxen pulled them out, and so they went on their way.

G. W. PATTERSON.

More Amateurs on Registration List.

Never so early in the season has there been such a demand for registration in the National Cycling Association as has been experienced this year. Up to date 121 cards have been issued, comprising 13 professionals', 2 trainers', 11 standard amateurs', and 95 amateurs', for road racing only. The cards issued this week are as follows: Christopher Kind, Clarence B. Ruch, Henry Kent, R. Friebe, C. Goldberger, C. Martin, F. Larsen, M. D. Simmons, and Hugo Zeile, all of New York City; George Fredericks, Jr., Herman Hink, Brooklyn; W. L. Allender, Natberth, Pa.; Joseph Baumgard, W. C. Miler, J. McCormick, A. T. Jones, George W. Harris, F. W. Harris, Jr., and H. A. Fletcher, Philadelphia; John Nolan, Germantown, Pa.; W. E. Reed, H. Phillips, Mark Linkner, Major Reed, Ed. A. Maguire, Harry Tavina, Elwood Watson, James League, F. E. Sullivan, and Albert Deardon, Atlantic City, N. J.

Big Road Race for Cleveland.

Cleveland, Ohio, has awakened from her lethargic sleep and has come out with the announcement of a handicap road race to be held in that city on the morning of Decoration Day. The selection of the course and distance has been left to the committee in charge, consisting of George Collister, R. T. Molineaux and C. A. Peck. At a meeting held in the Forest City last week to discuss details the idea was hailed with delight and as convincing evidence of the enthusiasm displayed was the immediate pledging of prizes for the race. The dealers present volunteered ten bicycles, a dozen sets of tires, and numerous lamps, cyclometers, coaster brakes, etc., and many other prizes are expected to be had for the asking.

Linton, Too, Comes to Life.

Evidently the re-entrance of former bicycle champions is contagious. First it was Jacquelin, who took up racing after several years' absence from the path, and then "Major" Taylor started in where he left off two years ago. Now Tom Linton is seriously thinking of getting in the saddle again. Linton is only thirty years of age and as he has always led a regular existence thinks that he has yet some speed left in his legs. Linton has saved enough money to invest in a \$50,000 hotel, situated near the Buffalo Velodrome, Paris.

CONNECTICUT LIFTS THE LIMIT

Legislative Committee Reports in Favor of Its Abolishment—Small Fee and Tag for Motorcycles.

While the Federation of American Motorcyclists was not successful in having motorcycles wholly exempted from the bill reported for passage by the roads, rivers and bridges committee of the Connecticut legislature, the organization was able to temper the fees, and hold the advantages gained in the existing law. In the new bill the registration fees instead of being permanent are made payable annually, but while automobiles are charged from \$2 to \$5, according to horsepower, plus the price of the two four-inch tags, which will be supplied by the State, motorcyclists are required to pay but \$1 and may display one-inch numbers of their own in any old place.

The measure differs radically from the present act. It wipes out the speed limit entirely, and provides for merely a "safe and reasonable" pace, and also calls for the licensing of operators as well as the registration of cars, but the same fee covers both.

Non-residents may use the roads of Connecticut "for a period not to exceed ten successive days at any one time" without other requirement than that they display the tags of their respective States. The non-resident clause is original, however, in that it provides that any non-resident convicted of violation of the act shall thereafter be treated exactly as the residents and subject to the same fees.

Motorists are required to reduce speed and sound horns before rounding corners or curves or crossing bridges or descending steep grades and also when passing any person walking in the roadway or who may be leading, riding or driving any horse, ox or other draft animal. The fine for reckless or improper driving is fixed at not exceeding \$200 or 30 days imprisonment, or both, for a first offense, and not more than \$500 or 60 days imprisonment or both for subsequent offense. All convictions must be indorsed on the offenders' licenses and three convictions carry with them not merely temporary revocation but compulsory forfeiture of the license. Not only the registration and license fees but all fines and one-half of all forfeited bail will be applied to highway improvement.

The sections of the act that are of particular interest to motorcyclists are the following:

Sec. 3. Every manufacturer of or dealer in motor vehicles may, instead of registering each motor vehicle owned or controlled by him, make application to the said highway commissioner, upon a blank furnished by the said commissioner, for a general distinguishing number or mark, and said commissioner may, if satisfied of the facts stated in said application, issue to the applicant a certificate of registration containing the name, place of residence and post office address of the applicant, and the general distinguishing number or mark assigned to him; and all motor vehicles owned or controlled by such manufacturer or dealer shall, until sold or

let for hire, be regarded as registered under, and have assigned to them, such general distinguishing number or mark. Manufacturers or dealers shall not be required to carry such certificates upon the vehicles registered under the provisions of this section.

Sec. 5. Every motor bicycle shall, at all times while being used or operated upon the public highways of this State, have displayed thereon the initial letter of this State and the number or mark assigned to such motor bicycle, such letter and figures to be at least one inch high and either painted on such motor bicycle or displayed on a plate or marker securely fastened thereto.

Sec. 6. The said highway commissioner shall keep a record of all statements filed with him, and of all certificates issued by him, which records shall be open to public inspection, and he shall furnish from time to time, at cost price, to any person having a motor vehicle registered under the provisions of this act, as many plates or markers as may be required by such person for display upon such motor vehicle. Upon the transfer of ownership of any motor vehicle its certificate of registration shall expire, and the highway commissioner, at his discretion, may reassign the distinguishing number or marker described in such certificate. In the event that any certificate or license issued by the said highway commissioner under the provisions of this act be lost or destroyed he shall issue to the

cle; and one dollar for each duplicate certificate or license.

Sec. 10. Any non-resident of this State who shall have complied with the laws of the State or territory of the United States where he resides, requiring the registration of owners of motor vehicles, or of motor vehicles, or of both, and the display of identification numbers on such vehicles, and who shall cause the identification numbers of such State or territory, in accordance with the laws thereof, and none other, together with the initial letter or letters of such State or territory, to be displayed on his motor vehicle while used or operated upon the public highways of this State, may use such highways, for a period not to exceed ten successive days at any one time, without complying with the foregoing sections of this act; provided, however, that if any non-resident is convicted of violating any provision of section eleven, twelve or thirteen of this act he shall thereafter be subject to and required to comply with all the provisions of this act relating to the registration of motor vehicles and of the licensing of operators thereof.

Sec. 11. No person shall operate a motor vehicle on the public highways of this State recklessly, or at a rate of speed greater than is reasonable and proper, having regard to the width, traffic and use of the highway, or so as to endanger property or the life or limb of any person.

Sec. 12. Upon approaching any person walking in the traveled portion of any public highway, or a horse or any other draft animal being led, ridden, or driven therein, or a crossing of intersecting public highways, or a bridge, or a sharp turn or curve, or a steep descent, and also in passing such person, horse or other draft animal, and in traversing such crossing, bridge, turn, curve, or descent, the person operating a motor vehicle shall have the same under control and shall reduce its speed. If such horse or other draft animal being so led, ridden, or driven shall appear to be frightened, or if the person in charge thereof shall signal so to do, the person operating such motor vehicle shall bring the same and the motor or other power propelling the same immediately to a stop, and, if traveling in the opposite direction, shall remain stationary so long as may be reasonable to allow such horse or animal to pass, or, if traveling in the same direction, shall use reasonable caution in thereafter passing such horse or other animal. Upon approaching a bridge, sharp turn or curve, or a steep descent the person operating a motor vehicle shall give a timely signal with his bell, horn, or other device for signaling.

Sec. 13. No person shall operate a motor vehicle on the public highways of this State when intoxicated, or in a race, or on a bet or wager; but nothing in this act contained shall prevent the mayor of any city, the selectmen of any town, or the warden of any borough from setting aside for a given time a specified public highway for speed tests or races to be conducted under proper restrictions for the safety of the public.

Sec. 14. No city, town or borough shall have any power, except as provided in section thirteen of this act, to make any ordinance, by-law, or resolution respecting the speed of motor vehicles, and no ordinance, by-law or resolution heretofore or hereafter made by any city, town, or borough in respect to motor vehicles shall have any force or effect; provided, however, that powers given to any town, city, or borough to regulate shows, processions, assemblages, or parades in streets and public places, and to regulate the use of public parks, and all ordinances, by-laws, and regulations which may have been or which may be enacted in pursuance of said powers shall remain in full force and effect.

Sec. 16. Every motor vehicle, while in use on the public highways of this State, shall be provided with adequate brakes and with a suitable bell, horn or other device for signaling, and shall, during the period from one hour after sunset to one hour before sunrise, display one or more white lights on the forward part of such vehicle, so placed as to be seen from the front, and of sufficient illuminating power to be visible at a distance of two hundred feet; and also shall display a light on the rear of such vehicle so placed as to illuminate the rear marker.

Sec. 17. No person shall interfere or tamper with a motor vehicle without the permission of the owner.

Sec. 18. In all complaints for the violation of any provision of this act a justice of the peace before whom the same may be tried shall have jurisdiction and power to render judgment therein, and issue process of execution and mittimus thereon, where such fine or penalty imposed shall not exceed two hundred dollars, or imprisonment for thirty days, or both; but the defendant shall have the right of appeal as in other cases. The justice of the peace or court before whom a final conviction shall be had under the provisions of sections eleven, twelve or thirteen of this act shall endorse upon the license of the person convicted the date and particulars of such conviction.

Sec. 19. Any person violating any provision of section eleven, twelve or thirteen of this act shall be fined not more than two hundred dollars, or imprisoned not more than thirty days, or both, for a first offense, and shall be fined not more than five hundred dollars, or imprisoned not more than sixty days, or both, for any subsequent offense. Any person violating any other provision of this act shall be fined not more than one hundred dollars, or imprisoned not more than thirty days, or both.

Sec. 21. Any person arrested for violating any of the provisions of this act may tender as bail a motor vehicle of which he is the owner, and if such vehicle is of sufficient value it shall be accepted as security for his appearance.



NEW YORK BRANCH: 214-216 WEST 47TH ST.

person whose certificate or license has been lost or destroyed a duplicate thereof.

Sec. 7. No person shall operate a motor vehicle on the public highways of this State until he shall have first obtained a license for that purpose, but nothing herein contained shall prevent the operating of a motor vehicle by an unlicensed person if accompanied by a licensed operator, but such licensed operator shall also be personally liable for any violation of the provisions of sections eleven, twelve or thirteen of this act. Licenses for operating motor vehicles shall be issued by the highway commissioner, but no license shall be issued to any person under the age of 16 years. Applications for licenses shall be made upon blanks furnished by the said commissioner and said application blanks and the licenses issued thereon shall be in such form and contain such provisions as said commissioner may determine. To each licensee shall be assigned a number, and a proper record of all applications for licenses and of all licenses issued shall be kept by the said commissioner at his office, and shall be open to public inspection. Each license shall state the name, place of residence, and post office address of the licensee and the number assigned to him. Said licenses shall continue in force until one year from the date of issue unless suspended or revoked for cause, and shall at all times be carried by the licensee when he is operating a motor vehicle upon the highways of this State, and be subject to examination upon demand by any proper officer.

Sec. 8. The following fees shall be paid to the highway commissioner for certificates and licenses issued by him in accordance with the provisions of this act. Two dollars for each certificate of registration of a motor vehicle, other than a motor bicycle, having a rating of twenty horsepower or less, and five dollars for each motor vehicle having a rating of more than twenty horsepower; if a motor vehicle has two ratings of horsepower the registration fee shall be based upon the highest rating; one dollar for each certificate of registration of a motor bicycle; ten dollars for each manufacturer's or dealer's certificate; two dollars for each license to operate a motor vehicle other than a motor bicycle; one dollar for each license to operate a motor bicy-

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and some deceive others, but facts speak louder than words. We believe that merit will tell its own story, therefore we are not saying much, but keep on "sawing wood."

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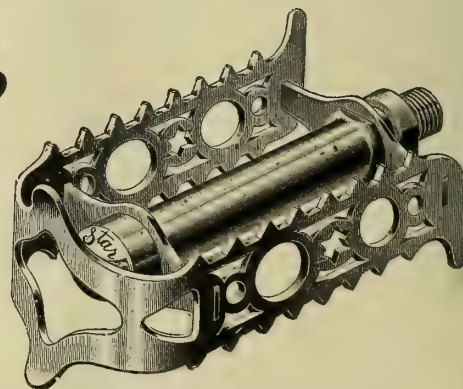
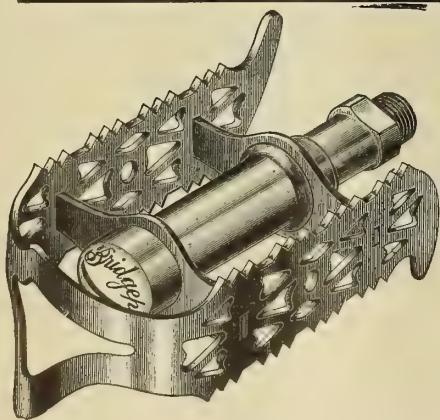
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THE STANDARD COMPANY, Torrington, Conn., U. S. A.

ALCOHOL A HAZARDOUS FUEL

Quite as Dangerous as Gasolene According to Underwriter's Expert—Vapor Highly Inflammable and Explosive.

Denatured alcohol, which whatever its other virtues or vices, always has been held up as a safe fluid to handle and store, now is branded by an authority as not simply dangerous on account of its explosive properties, but nearly if not quite as hazardous as the gasolene which it is hoped that ultimately it may come to supplant. A. H. Nuckolls, who is responsible for the assertion, is a chemical engineer at the Underwriters' laboratories, and he gives his pronouncement in a contribution to the Quarterly Bulletin of the National Fire Protective Association. Denatured alcohol is not the absorbing topic of discussion it was four months ago; but this question of its inflammability and explosive tendencies as compared with other fuels, and particularly gasolene, is one which cannot well be ignored.

"Denatured alcohol is ordinary alcohol to which has been added an authorized agent in such proportion as to render the mixture unfit for use as a beverage," says Mr. Nuckolls. "It is classed as completely denatured alcohol and specially denatured alcohol. There are two authorized formulae for completely denatured alcohol. Firstly, 100 parts by volume of ethyl alcohol of not less than 90 per cent. strength (180 degrees proof), two parts by volume of approved methyl alcohol, one-half of one part by volume of approved pyridine bases. Secondly, 100 parts by volume of ethyl alcohol of not less than 90 per cent. strength, ten parts by volume of approved methyl alcohol, one-half of one part by volume of approved benzene. This latter is the formula generally used. It is the mixture advertised and sold for heating, lighting, power, cleaning, etc. Alcohol denatured in any other manner is classed as specially denatured alcohol, and is used in the various manufactures and arts in cases where completely denatured alcohol would be unsuitable for use.

"No matter what process of denaturing is used it will be seen that the principal ingredient of the mixture is ethyl alcohol. Ethyl alcohol is the ordinary alcohol of commerce, which is made by the fermentation of grain, sugar cane, potatoes, etc. Methyl alcohol is wood alcohol, which is made by heating wood in closed vessels, a process termed destructive distillation. Ethyl and methyl are technical terms indicating the chemical constitution of these alcohols. They refer respectively to two groups of carbon and hydrogen atoms in which the carbon and hydrogen are united very closely in definite proportions. * * *

"Approved methyl alcohol is very impure wood alcohol and must contain at least 15

grams of acetone and other substances estimated as acetone, to the 100 cubic centimeters. Even pure methyl alcohol is far more hazardous than the ordinary 95 per cent. ethyl alcohol, which is the strength generally used for denaturing. The approved wood alcohol, owing to the acetone is exceedingly dangerous. It gives off inflammable vapors at as low a temperature as the freezing point of water. These vapors are explosive with admixture of air. It must not be lost sight of that ordinary ethyl alcohol is inflammable and explosive. We would not, therefore, expect that the ethyl alcohol will be very effective in rendering the more inflammable and explosive adjunct less dangerous. The addition to this mixture of pyridine bases or benzene in small quantity cannot, to say the least, decrease the hazard.

"As denatured alcohol is a mechanical mixture, no chemical union of the ingredients taking place, they remain as such and hence retain their properties. Owing to the greater rapidity with which they vaporize, the vapors from the mixture will contain a greater proportion of the more inflammable vapor from the adjuncts than the formula would indicate."

Sundry tests of inflammability showing the relative boiling and flash points of various liquids for the sake of comparison, to which the author refers in this connection, show that completely denatured alcohol has a boiling point of 167 degrees, F., as against 172 degrees for ethyl alcohol, and 177 for benzene, which stand on either side of it in the table of results. Its flash point, however, is lower than that of the ethyl product, namely 55 as against 61 degrees, while benzene flashes anywhere between zero and 32 degrees. This would seem to indicate that the denatured product is less hazardous to handle than benzene or other low flashing liquids, as for instance, ether, which vaporizes at 4 degrees. The author hastens to explain, however, that the flash point is not the only criterion to be taken into account in judging the relative properties of inflammable liquids from the viewpoint of the danger of accidental combustion.

"In making comparisons of the hazards of liquids it should be borne in mind that because liquids give off inflammable vapors at very low temperatures they are not necessarily more hazardous than liquids which give off inflammable vapors at higher temperatures that are below ordinary temperatures," he says. "In other words, when the flashing point of liquids in question is below ordinary temperatures, the one flashing at the lower temperature is not necessarily more dangerous. In this connection it will be noted that the flashing point of denatured alcohol is below ordinary temperatures. The boiling point is 45 degrees below the boiling point of water, which makes the denatured alcohol used for lighting and heating purposes liable to overheating that may often result in explosions and fires.

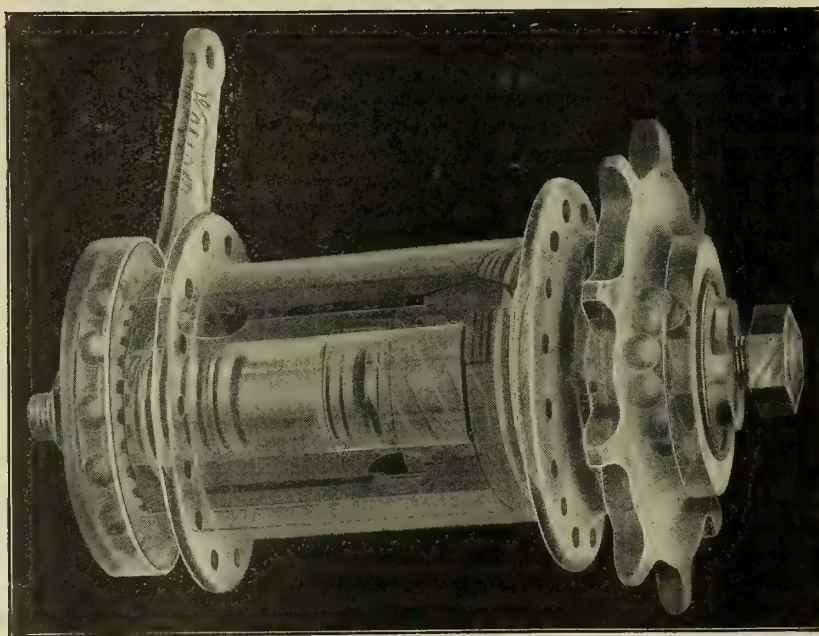
"The admixture of the vapors of alcohol with air in certain proportions will explode when ignited. According to Professor Bunte, of Karlsruhe, admixture of alcohol vapor from 4 per cent. to 13 per cent. with air is explosive, hence 9.6 is the range of explosibility. According to the same authority, these limits will vary with circumstances, method of ignition, dimensions of the vessel, moisture content, etc. Denatured alcohol, owing to the vapors from the adjuncts, has a wider range of explosibility than alcohol. Explosions outside of the above limits with denatured alcohol were obtained by the writer at a temperature of 61 degrees Fahrenheit. They varied considerably under different conditions. One important fact is that they do not require to be heated. When the proportion of vapor exceeds the explosive limit the mixture is still inflammable with a very wide range—under the conditions of our experiments, up to 50 per cent. The high diffusibility of alcohol is a source of danger. Under ordinary conditions the process goes on slowly and if reasonable care is exercised this hazard is small. It should be noted that wooden and cement vessels do not prevent the dispersion.

"Chemically speaking, our experience with petroleum products has been with very inactive substances, petroleum being made up largely of a series of hydrocarbons which, on account of their lack of affinity, are termed paraffines. In the case of alcohol we have a very different substance in this respect. Careless admixture of certain chemicals with alcohol is liable to result disastrously. The admixture with concentrated acids generally, potassium and sodium, is attendant with violent reactions and the production of dangerous products which may be ignited from the heat generated by the reaction. On the other hand the ready solubility of alcohol in water makes possible the use of water to extinguish alcohol fires, which is an advantage over gasolene. * * *

"It is desirable to find a place for completely denatured alcohol in the scale of hazards of other substances. In view of its inflammability, low boiling point, high diffusibility, liability to leak and explosiveness, we cannot concede any practical difference in the hazard of completely denatured alcohol and that of gasolene except in one respect, it is not as explosive. A word of caution is in place, that the advantage of denatured alcohol in this respect be not overrated. For there should be no misunderstanding the fact that denatured alcohol is explosive. In the absence of a broad field of experience, if we place ether on a scale of 100 after the manner of Von Schwartz, acetone 97, gasolene 96-87, alcohol, 92-93, completely denatured alcohol 95, we get a view of the relative hazard. There is, therefore, no question but that stringent regulations are called for in the case of denatured alcohol. Broadly speaking, all those precautions used for gasolene should be employed in this case."

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POOR PROSPECTS OF RELIEF

Despite Hard Work, Massachusetts and Pennsylvania not Likely to Reduce Motorcyclists' Burdens.

The prospect of obtaining a reduction of the motorcycle registration and licenses fees in Massachusetts has become extremely doubtful. While it was realized that at best the effort was in the nature of a forlorn hope, the F. A. M. has made the most of the opportunity that was afforded. The taxation committee's recommendations to the legislature, while advancing the price of automobile registration from \$2 to \$5 per year, plus the \$2 permanent license fee, do not advise any reduction of the motorcycle fees, which in the amended bill still stand at \$2 for the annual registration and \$2 for permanent license. In the first draft of the amendment motor trucks, etc., were included in the \$2 column and apparently the chief effect of the F. A. M. argument against placing big trucks and little motorcycles in the same class, was to have the trucks transferred to the \$5 column. Dr. G. B. Gibson, who has been leading the F. A. M. fight has not entirely despaired of some relief and has not relaxed effort, but as some of the legislators have told him frankly that the State "needs the

money" and "must raise it somehow," the prospect of relief is obviously shadowy.

In Pennsylvania, also, the legislative situation is not encouraging. The Quaker State exacts \$3 each from autoists and motorcyclists, residents and non-residents alike, and the F. A. M. has had the hardest and longest and most expensive fight in its existence in the effort to obtain relief. It was able to have an exempting clause inserted in two of the automobile bills, but the farmer element in the legislature took the bit in its teeth two weeks ago and buried them. In the other bills, a reduction of the fees and of tags had been secured, but the legislature will adjourn to-day and although herculean efforts have been brought to bear at the eleventh hour, the legislature's attitude toward everything containing the word motor vehicle, makes the motorcyclists' cause almost hopeless.

Paris as a "Nigger Heaven."

Paris seems to be the "nigger heaven" for black-skinned riders, there being five in the Parisian city at the present time. A. C. Spain, the former Bloomfield amateur reached there the other week, and W. F. Ivy, whose most notable feat was in winning the Browers' 30-mile race last Thanksgiving Day, since which time he has done nothing but boast of the easy feat, has been working in a Palm Beach hotel all winter to save up passage money to "heaven." Ivy stated this week that he will leave

next month. The negro riders in Paris now are Taylor, Hedspeth, Germain, Vendreli and Spain. Should Ike Lindsay decide to go across Paris will have them all.

Couldn't Shake Off Chubbuck.

In an authorized road race through city streets which were patrolled by the police in order to exclude all other traffic from the course, Chief of Police O'Conner of Columbus, O., covered two miles of East Broad street, that city, in an automobile, at the rate of 60 miles an hour, on Friday afternoon last. The reason for this burst of official speed, was a laudable desire to test the speeding powers of several motorcycles which the department was thinking of buying. One, a Yale-California, under the care of S. J. Chubbuck, the Yale-California expert, refused to be shaken off, and won honors by holding its pace to the end of the stretch, and thereby opening the eyes of the multitude.

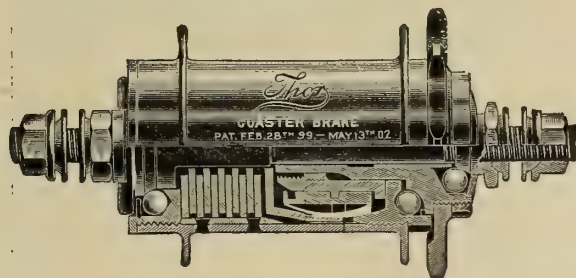
McFarland and His New Wardrobe.

McFarland has learned that there are sharps on the other side as well as in America. Recently while waiting for a train he left his suit case for a moment to purchase some articles, and although he did not go twenty yards from the spot some one made off with it. The result was that the lanky Californian had to purchase an entire new wardrobe when he reached Cologne, whither he was bound.

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The German Has His Little Joke.

While the Teuton is, as a rule, considered stolid, he nevertheless relishes his little joke as well as any one else enjoys his, and German editors are in nowise different from their fellows. April Fool's day offers unlimited possibilities and the following shows what excellent material one German editor had to work on. This year among the sober news of one of the Berlin journals, appeared a paragraph to the effect that on Easter Monday, which happened to be April 1st (although the editor prudently refrained from mentioning the fact), all cycle-racing men present in Berlin would assemble at midday opposite the Royal Palace, and thence, under the guidance of Thaddy Robl and Willy Arend, who had volunteered to lead pace followers and sprinters respectively, would pedal in racing costume along the Linden, over the Potsdamer Platz, and so to the track at Steglitz, where Herr Director Knorr was to give them an address of welcome. The joker strolled down to the Palace shortly before midday to see whether the announcement had fallen on good ground, and imagine his satisfaction at being able to count no fewer than 77 wheelmen all ready to take part in the procession! A whole club, decked with badges, stood amongst the befooled—as if the Berlin police would tolerate a procession of cyclists in racing costume in the public streets.

Good Time for Muscle Massaging.

It is at this time of the year that the real benefits of massage are to be obtained if only enough of it can be secured. Cramped muscles, which in a majority of cases are brought on by doing too much work, can be eliminated by a vigorous massage night and morning. Some riders' legs require a lot of attention before the muscles work freely, particularly thick-set and stockily-built riders, whose skin is generally rough and resisting.

A half hour's kneading of the lower limbs morning and evening will help draw out the subcutaneous fat, while the perspiration glands and "grease" glands will be stimulated, the pores kept free from accumulation, and thereby a thorough removal of numerous noxious products secured. To massage a muscle take up a piece between the index finger and thumb and roll it five or six times, then the piece above is taken, and so on until the whole muscle is treated. In the case of a large muscle, it may be grasped between the fingers and the thumb, and the latter used to well knead, roll and squeeze it against the fingers. Massage improves the tone of the muscles by inducing a plentiful supply of new blood, helping the lymph flow and generally increasing the tissue changes. It also minimizes the effects of slight strains and injuries which may occur.

"Motorcycles and How to Manage Them." Price, 50 cents. The Bicycling World Co., 154 Nassau Street, New York City. ***

The Week's Patents.

851,697. Ball Holding Ring for Ball Bearings. Stefan Schneider, Charlottenburg, Germany. Filed July 7, 1906. Serial No. 325,100.

Claim.—A ball-holding ring for ball bearings comprising two oppositely disposed annuli or cage rings having U-shaped distance pieces secured to one annulus and U-shaped holders filled with resilient material secured to the other annulus and adapted to fit into said distance pieces, substantially as described.

852,188. Dry Battery. Clay D. Manville, Puttsburg, Pa., assignor of one-half to Julius Baer, Pittsburg, Pa. Filed Nov. 20, 1906. Serial No. 344,255.

Claim.—1. The combination with a casing and a battery arranged therein, of a coil spring within the casing below the battery, and means for supporting said spring comprising a disc having loops or keepers to secure the lower convolution of the spring.

852,198. Lining for Pneumatic Tires and Other Pneumatic Articles. Fred Petmecky, Austin, Tex. Filed Dec. 22, 1906. Serial No. 349,073.

Claim.—1. A lining for pneumatic tires and like pneumatic articles consisting of a thin permanent coating for the inner surface of the article, the coating being composed of dextrin, water, carbolic acid, a rubber solution, and cotton fibers in the proportion specified.



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THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

Volume LV.

New York, U. S. A., Saturday, May 25, 1907.

No. 9

POOR TIRES A BUSINESS MENACE

Swenson Points Out Their Bad Effects on Retail Trade—His Happy Experience with the Other Kind.

"If there is any dealer who desires to help cycling in his vicinity and at the same time add to his profit and peace of mind, let him put cheap tires, like Satan, far behind him," remarked B. A. Swenson, the Providence dealer a few days since; and it may be added that the visible evidence of Swenson's prosperity is such that it adds weight to his words.

"I know what I am talking about," went on the Rhode Islander. "I have sold all kinds of tires, but four or five years ago I cut loose from the cheap stuff and during the last two years I have sold nothing cheaper than the Hartford 77 and the Fisk Premier, and every one knows that those brands are quality brands. The people who buy these tires are satisfied with them and talk about their goodness and when they come into my store with a cut or a puncture, I know they expect to pay for the repair. But with the cheap stuff—Oh! lord—when anything happens it means an argument. The rider is usually warm under the collar and inclined to say things; he usually expects the dealer to 'make good' even if he had been told when he bought the rubbish that it was a poor article. When the dealer refuses to make repairs free of charge, the rider too often quits riding or goes and purchases a good tire from some other dealer and in that way his trade is lost.

"I saw this sort of thing happen so often that I finally decided to have absolutely nothing to do with cheap tires and I have stuck to my resolution and I honestly believe that I am getting more new customers, and satisfied ones, than I am losing by my quality policy. If the hardware stores and rubber goods stores want to sell the

cheap stuff, I say let them sell it. The bicycle dealer, however, ought to do everything he can to help his business and selling unsatisfactory goods and thereby inviting argument and breeding discontented customers is a first class way not to help it."

Fields and Hatch in New Places.

Although his promotion dates from April 1st, Harry E. Fields, who was elevated from the management of the Hartford Rubber Works Co.'s Detroit branch, to the sales management of the factory at Hartford, has just installed his successor in the DeDroit berth. The latter is C. W. Hatch, former eastern representative of the Diamond Chain & Mfg. Co.

Repair Plugs Involved in Litigation.

Louis Schwab, of Newark, N. J., Robert W. Sampson, of New York, and Frank N. Stevens, of Rutherford, N. J., have brought suit in the United States Circuit Court in Connecticut against David Apstein, of Bridgeport, Conn., for infringement of their patents on single tube tire repair plugs. They ask for an injunction and an accounting.

Parker Possessed of Larger Quarters.

The Jerome P. Parker Co., the Memphis, Tenn., jobbers, have removed to 181-183 Madison street, where they now have some 40,000 square feet of "elbow room." The building, a five-story structure, which is located in the heart of Memphis's business district, was designed specially to meet the Parker requirements.

Willis Offers Creditors 30 Per Cent.

The E. J. Willis Co., New York, which recently failed with liabilities of about \$150,000, has offered its creditors a 30 per cent. settlement; it is desired to pay 10 per cent. in cash, the balance in notes.

St. Joseph, Mo.—C. W. Reid, removed to 311 South Eighth street.

PROBING POLICE BICYCLE DEAL

New York's Comptroller Orders an Investigation Which Proves Enlightening —Bicycles May Be Rejected.

Revelations of some of the amazing beauties of the Manhattan Storage Co.'s resourceful merchandizing methods were developed at a special inquiry held on Thursday last, 23d inst., as to the quality of the bicycles supplied by the fragrant firm to New York's bicycle policemen, an account of which transaction was given in last week's Bicycling World. The evidence once more confirmed their matchless reputation for readiness and ingenuity and for other valuable qualities calculated to make them beloved of the trade and their customers.

While the police department, as represented by Inspector Titus of the supply and repair department, has been lulled into accepting defunct Eagle bicycles sold by the Manhattan Storage Co.,—otherwise Messrs. Morris and Grinberg—as the equal of modern Columbia bicycles for police use, the comptroller's office is not so easily satisfied, and the inquiry in question was held before a civil engineer from that department to learn whether the city was justified in accepting or paying for the 75 Eagle or alleged Eagle bicycles recently supplied.

The inquiry, conducted by J. W. Reed, of the Comptroller's office, took the form of a hearing and was held in the police department warehouse on Charles street, where representatives of the Manhattan Storage Co. and the other bidders, together with Inspector Titus, an assistant representing the police commissioner, two near-expert bicycle salesmen, a Bicycling World representative, and some police roundsmen gathered.

From the start, when the original sample Columbia and a specimen Eagle were trotted out, Referee Reed had a hard time

quelling the turmoil of verbal combat between Storage bicycle and modern bicycle champions long enough to get anybody to answer his formal inquiries as to the comparative merits of the two machines. After the first roar of battle was over, however, he finally got the two sides lined up in some semblance of order so that not more than four men were talking at a time.

First the referee asked the complaining bidders to identify the sample Columbia as the one that was shown them originally to bid on. This formality Inspector Titus seemed to regard as a personal affront, and loudly protested the futility of the bidders even looking at the machine because didn't he know mighty good-and-strong well that it was the same bicycle?

Next the referee endeavored to have the two mounts compared point by point, and the matter of the tubing was the first that happened to be taken up. Witnesses for the complainants testified that the sample Columbia had nickel-steel tubing of a size and gauge shown by experience to be the most suitable for bicycle construction, while the Manhattan Storage Co.'s offering was plain carbon steel of large diameter and very thin gauge and therefore weaker, and especially liable to break if dented.

A young fellow in a white vest, who ostentatiously took elaborate notes on the back of a card and who seemed to be in command of the Storage forces, then turned to one of his eager and impatient witnesses and said:

"Now, they make those statements about the tubing not being as good and you deny them, don't you?"

"Sure!" exclaimed the witness, jumping into the ring beside the bicycles and gesticulating with both hands, "I deny everything. Whatever they say, I deny it."

Great satisfaction was evident in the Storage camp at this complete refutation of the enemy's contentions.

The cranks and hangers next came up for comparison. Complainants testified that the construction of the Eagle cranks is such that the right hand crank becomes loose and falls off after a short period of service, while the Columbia crank is of a construction that makes such a result impossible. The Manhattan Storage Co.'s expert said that the cranks did fall off Eagle bicycles if oil got to the point where the right crank is fitted to the crank axle, but that if a man was experienced in riding the Eagle and was careful to keep oil away from that part of the crank axle, he could get along for some time without the crank falling off.

Handle bars and stems showed that the Eagle equipment was made of castings, while the Pope equipment was forging and brazing.

But it was the matter of pedals that developed the most illuminating disclosures of Manhattan Storage Co. methods. In submitting their sample Eagle bicycles

they had equipped them with Pope pedals just like the department's Columbia, four Eagles being thus fitted out. In order to so equip these samples, it was necessary to re-tap the Eagle cranks to take the Columbia thread, and the cross threading that resulted made a very poor hold for the Pope pedals, so that they did not fit securely and would fall out with a little riding. So Inspector Titus and others were persuaded that Pope pedals were poor affairs compared with another pedal that the Storage Co. would be glad to put on.

"It was at our request that the Eagles have these other pedals," said Inspector Titus, "because the Manhattan Storage Co. had fifty of the wheels all ready for delivery to us equipped with those same pedals that are on the Columbia sample."

But Inspector Titus was wrong. It soon appeared from a cross examination that the inspector's gently trusting nature had been imposed upon. While the first four Eagles which were submitted as samples were equipped with the bona fide Pope pedals, at considerable difficulty, because of the difference between the threads on the Pope pedal and the Eagle cranks, yet it had not been the intention of the Storage house to supply anything like such expensive pedals on the bulk of the machines they would deliver under the contract. Their witness admitted that they had not re-tapped the cranks of fifty or more Eagles, which would be necessary to fit them with Pope pedals, but had equipped the machines with King pedals, "made right in the Columbia factory." These pedals, it seems, were obtainable in a thread that matched the Eagle cranks, and witness had not thought it necessary or advisable to inform the police department that while they were made by the Pope Mfg. Co., they were but cheap, job pedals costing only one-fifth as much as the true Pope pedals.

The situation was thus made clear that the low bidders had submitted four sample wheels equipped with expensive pedals of a style that they have thus far been able to avoid having to supply, owing to the police department's apparent readiness to accept something entirely different and infinitely cheaper.

The proceedings of the afternoon were considerably enlivened but somewhat hampered by loud voiced controversies in which offers of \$100 to a cent that this or that part could be bought in the open market for trifling sums were bandied back and forth, one of the other bidders taking from a Manhattan Storage man an order for 50,000 handle bar sets duplicating the Eagle handle bar, at a price of astoundingly microscopic proportions.

Referee Reed finally arrived at a point where he thought he had heard about all the mechanical arguments that could be advanced, and so adjourned the meeting.

The official report that he will make to the comptroller will be of great interest and importance.

BAKES ENAMEL WITH HOT WATER

Smoothness and Cleanliness Claimed for an
Oven of Novel Features—High
Heat Without Steam.

Considerable stir has been made in the British trade recently over the introduction of a "hot water" enamelling oven, which it is claimed is destined to do away with a large number of the enameller's troubles, and enable him to produce smooth work at all times, at least in so far as the smoothness and cleanliness of the baked surface is concerned.

Enamelling is a rather involved art depending quite as much on the manner in which the coated surface is treated after the pigment is applied, as on the nature of the materials chosen and the methods of application. It is true, however, that without the requirement of a smooth and clean surface, absolutely free from grease, it is impossible to get good results, just as it is impossible to obtain a smooth and even finish from good materials when the work is baked in a dirty or unevenly heated oven, or one which is flooded with noxious gases.

The methods of heating more commonly employed, which embrace both gas and coal or coke furnaces, are open to several objections on account of the ash from the fire, on the one hand and the presence of more or less unburnt gas on the other tending to corrode the surface; as well as the danger of explosions from unburnt gas due to leaky pipes in the second class of heater. With the hot water heater, all these troubles are at once done away with, the oven being perfectly clean and free from gas, as well as being sufficiently removed from the furnace, to do away with the unpleasant effects of flying ashes.

The principle on which it is constructed is precisely the same as that employed in heating houses by hot water. That is to say a stack of coiled pipes corresponding to the boiler, is enclosed in a furnace, the heating surface being made sufficiently great so that a large proportion of the heat of the fire is transferred to the water contained within the pipes. From the furnace these latter are led in large number to the oven, which may be some little distance away for the sake of cleanliness, and are connected to coils by means of a special form of coupling designed for the purpose and capable of withstanding the effects of the great heat and high expansion without weakening.

At the highest point in the system are a series of closed vertical pipes, which contain air in their upper ends and connect with the regular water piping. These serve the purpose of the expansion tank in the regular hot water heating system, and provide means for taking care of the expansion of

the water, as well as regulating the pressure to a certain extent by the compression of the contained air. In addition to this a secondary relief is provided in the shape of an automatically controlled tank connecting with the piping, into which any surplus water flows when the pressure becomes too great, through the control of a safety valve. A second automatic valve also provides for the return of the water in proper amounts when the system is cold and a partial vacuum is established in the pipes in consequence. By this means the amount of water in the system is kept measurably constant at all times, while the pressure also is guarded from becoming either too high, or so low that air will be sucked in through any possible leaks, thus forming pockets and impeding circulation.

Were the water kept at atmospheric pressure, of course it would be impossible to raise the temperature above the boiling point, or 212 degrees Fahr., but as the water is imprisoned, the pressure rises as heat is applied, and thus a very high temperature may be obtained without any difficulty. In practice, a pressure of 500 pounds per square inch is maintained, and the temperature in the oven is held at about 350 degrees.

In the larger ovens of this sort which are in use at the present time, a special form of carrier is employed which is capable of holding a full charge of frames ready for baking. This is loaded outside the oven and afterward pushed inside, the charging thus being done at a single operation, and the necessity of the workman going inside to charge or empty the oven, entirely done away with. In this way the oven doors are opened but a few seconds at a time, and a considerable saving in heat is effected, while the relief to the workmen is very great.

Atlanta Police Get Modern Mounts.

The bicycle police of Atlanta, Ga., shortly will be provided with new mounts, but unlike their New York brethren, they will not have to ride machines of defunct or job-lot manufacture. The Georgia cops will merely change from 1905 Racycles to 1907 Racycles, the order for 41 of them having been booked by the Castle Cycle Co., the Racycle agents in Atlanta.

Test for Enamelling Ovens.

A very good way to test the cleanliness of an enamelling oven which is suspected of being responsible for rough or pitted work, is to place within it a sheet of pure white paper and then slam the door. If the paper comes out afterward covered with a thin film of dust, it is a pretty good sign that a thorough cleaning is in order.

Although they have little more than completed an enormous structure, the Diamond Rubber Co. is making still another addition to its huge plant; it will be of five stories, 100x325 feet.

MOTORCYCLE FOR A CRIPPLE

Being Without Use of His Legs, Philadelphian Drives Converted Machine—
Its Ingenious Equipment.

How great a boon to the maimed and crippled, the development of cycle construction has proved is well known to thousands of afflicted persons throughout the world, who have derived health and



comfort from some special form of bicycle or tricycle, which has enabled them to get about in a way that otherwise would have been out of the question. Recently the development of the motorcycle has furnished an added means of grace for such persons, in that it removes the necessity for physi-



cal labor while enabling the rider to cover an almost unlimited amount of ground in an inexpensive and thoroughly satisfactory manner.

The accompanying pictures of the special motor tricycle which George Altermatt of Philadelphia, Pa., has constructed

for his own use, furnish a good illustration of the great utility of the motor-driven machine for such purposes. Altermatt has been deprived of the use of both legs for many years, and after hobbling about on crutches for a time, became interested in cycling, and had built a tricycle which was propelled by hand cranks mounted on the head, and capable of carrying him about with considerable facility. In the course of his travels, however, he became interested in the motorcycle, and at length determined to try his hand at building one for himself, or rather adapting a motor bicycle to the form which he was obliged to use.

With this idea, he purchased from Charles Krauss, the Philadelphia dealer, a second-hand Indian, and proceeded to adapt it to tricycle form. In doing the work, he was obliged to sit, or to stand supported by his crutches. But despite this handicap the product of his labor is a very presentable little machine which stands him in good stead. In several ways it is peculiar, however.

As is perfectly apparent from the pictures, the rear portion of the motorbicycle has been left unaltered for the most part, barring only the change in the starting mechanism brought about by the adaptation of the hand cranks. The front forks, however, have been spread and joined to points well out toward the ends of the front axle by means of suitable fittings. From these fittings, also, stays have been led back to the bottom bracket of the machine, thus giving a double triangular formation both for strength and rigidity. The steering tube has been prolonged sufficiently so that the steering link may be coupled to the arm at the bottom of this tube in such a way that the pull will come directly in line with the steering knuckles. This at once simplifies the construction and increases the safety of the device.

Being deprived of the use of pedals, it was necessary to contrive some method of starting the motor by hand, and this was accomplished by fitting a light crank hanger to the top tube far enough back of the handle bars to enable the cranks to clear when being swung. This is connected by sprocket chain with the usual sprocket, which, in turn, is connected in a similar manner with the rear wheels. Some idea of the strength of arm developed by the early training with the hand-driven tricycle, may be gained from the statement that the owner is able to start the machine anywhere without difficulty, and even when the motor is perfectly cold.

On the left side of the machine, and below the crank bracket and motor, is arranged a rack for the crutches which are indispensable when the machine is not in use. Thus equipped, the builder of this unique machine goes out for all day trips, along with other motorcyclists, and with the same confidence in his machine and in himself as they.

THAT PESSIMISTIC ASSERTION,
 “All bicycles are about the same”

DOES NOT APPLY TO

NATIONAL BICYCLES

There are more exclusive features of merit in the Nationals than in practically all other bicycles put together.

IT'S YOUR FAULT IF YOU ARE NOT ACQUAINTED WITH THEM
 OUR CATALOG'S FREE

NATIONAL CYCLE MANUFACTURING CO.,
 BAY CITY, MICH., U. S. A.

☞ It is better to buy “the best” tire and pay slightly more for it, than to purchase a “cheap” tire and repent later. “The Best” is the most economical in the long run.

FISK TIRES

are that happy medium of lightness and strength that insures Comfort and Long Wear.

☞ With our 1907 product, the Standard of Quality as set by us is the Very Highest—and no effort will be spared by us to maintain it in every respect.

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To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, MAY 25, 1907.

Cheap Tires and Adulterated Butter.

If more dealers took the Swenson view of cheap tires, which is recorded in another column, there is no doubt, as that astute merchant remarks, that their profits and their piece of mind would be considerably increased and that the interests of cyclists and cycling generally would be materially bettered. For while the cheap bicycle is a hope-crusher, the cheap tire is an abomination. The damage it has done and the part it has played in discouraging the riding of bicycles and in depleting the ranks of cyclists is beyond estimate.

Of course, there always will be people to whom price is the first consideration and a demand for cheap tires will, therefore, always exist, but as Mr. Swenson truly says, the bicycle dealer should be content to let the cheap stuff be sold by those to whom their sale is a side issue and who have no more real interest in bicycles than they have in nails and tack hammers or hot water bags and garden hose. They make no pretense of attempting to advance the interests of cycling and nothing of the sort is to be expected of them. But the man who deals only with bicycles and their wares is at least supposed to do nothing

that will injure his business or the industry of which it is a part. If they think at all, most of these men are well aware of the mischief that cheap tires have caused. They have good reason to remember the arguments that have arisen from the sale of such goods and the dissatisfaction it has created and bad friends it has made for them.

In the face of such knowledge it is remarkable that so many of them continue to handle the shoddy stuff. There is little profit in the actual sale of it and there is actual loss in the discontent and ill will that too often is the direct result. The dealers involved usually defend themselves on the ground that if they do not sell the stuff, some one else will do so, which, of course, is very true, but the same men would not think of marketing bad eggs or adulterated butter, even if their rival across the street had no compunction about doing that sort of thing. Yet the cheap tire is in the same class with the bad eggs and adulterated butter.

All that is required to do the right thing and to refuse to deal with cheap tires is a display of backbone—a firm resolution to let "the other fellow" sell them if he will; and the testimony of the Swensons who have proven the advantage of that policy, should go far to supply the necessary stiffening for weak spinal columns.

Save the Race from Disgrace!

During the week several conferences have occurred with a view of saving the name and the fame of the classic Irvington-Millburn road race on Decoration day from being tarnished by the stain of outlawry, or from "stigma," as one of the soberer of the aggrieved leaders of the anti-N. C. A. movement inadvertently but truly expressed it. It is to be hoped that they will bear fruit before the day dawns.

There's a deal of strong sentiment still wrapped around this most historic of all cycling events and the feeling that is born of the present situation is akin to that which arises when a loved and long honored citizen is threatened with disgrace and when, because of it, his progeny stands to have their birthrights taken from them. The first flighters of each succeeding contest always have been bathed in glory and gone from the one honor to opportunities for other honors. If the race is conducted under outlaw auspices, it means the winner will receive as his reward not fame but notoriety; it means that in the long roster

of honor men; not a laurel wreath but a black border will surround his name and his victory will close to him the door of opportunity in practically all events in cycling and in all other sports.

As we said on a previous occasion, being a big club, the Bay View Wheelmen, who will conduct the race, naturally is expected to look at things in a broad way. It should be above petty strife and personal grievance—which is the sole foundation of the outlaw or anti-N. C. A. movement—and not even the shrewd attempted glorification of two or three of its members by those who have the largest axes to grind should blind the club to the real truth of the situation. There is no sound reason for disgracing the historic race and scattering to the four winds the precious sentiment and tradition that so long has surrounded it. The way to prevent it is clearly marked. If it is not followed the blame will rest with the club, and more's the pity. For a big, broad club ought to know that not one personal grievance movement in one hundred succeeds.

About the Policeman's Lot.

That the policemen in New York's bicycle squad should have to risk their necks daily on bicycles, the age and quality of which is in serious question, because of technicalities in the city's system of passing on bids, is an unpleasant commentary on municipal business methods.

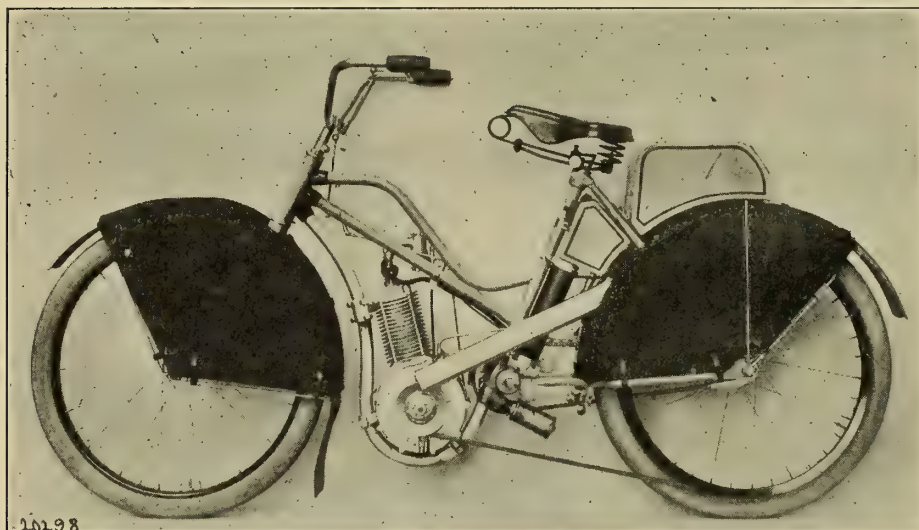
Inspector Titus of the police department says he is helpless because the law department told him he had to accept the lowest bid on bicycles for the police force, regardless of any doubts he might entertain as to the quality of the machines the low bidders would supply. On the other hand the comptroller's office is coming to his rescue, apparently somewhat to his displeasure, and is investigating the quality of the bicycles supplied by the Manhattan Storage Co., to determine whether the city should pay for such mounts when the specifications called for machines equal in style, construction and the like, to a Columbia.

If by any chance it develops as an official and final opinion that the specimens supplied by dealers in job-lots are good enough for police use, then the Bicycling World makes the suggestion to the city that all the bids be thrown out as too high and a new set of bids invited, with a defunct Eagle as the sample of the quality desired, and see how great an amount of money could be saved.

HERE'S FIRST LADIES' MOTORCYCLE

Like Young Lochnivar it Comes from the West—Of all Ladies' Steeds It's So Far the Best.

Long looked for, the ladies' motor bicycle has come at last. It is the product of the Wagner Motorcycle Co., St. Paul, Minn., and is shown by the accompanying illustration. Three or four machines of the sort have been turned out abroad, but this Wagner is the very first of American manufacture. In its engine and other essentials it is the same as the men's 3 horsepower Wagner. The frame also has



been dropped and made to serve as a reinforcement for the lower one, and that the tanks and battery box are of different shape and placed on the rear stays. The belt and both wheels are enclosed, of course, to prevent contact with the rider's skirt. The model will be regularly added to the Wagner line and will list at \$210.

The first of the machines is being used by Mr. Wagner's 15-year-old daughter, Clara, who at her first attempt rode 65 miles, most of it over country roads. The next day her delighted father forwarded her application for membership in the F. A. M. George V. Lyons, the Wagner representative in New York, has ordered one of the machines and when it arrives, 30 days hence, it will be turned over to Mrs. Lyons.

Boynton's Bill Up Once More.

Boynton's bicycle railway still is in the Massachusetts offing. A bill granting it a charter has now passed the house of representatives by a two-to-one vote, and consequently the renowned E. Moody is half happy and very anxious as to the outcome of his venture in the other branch of the legislature. Ever since the experimental railway on Long Island sank out of sight in the mire and the company's capital was put to other uses, Boynton has been striv-

ing to get a sanction for a Boston to Fall River experiment of the same nature.

Swindler "Kennett" Jailed at Last.

For at least four months F. B. Kennett, J. D. McDonald, or under whatever alias the swindler who used those names may have traveled, will have no use for the nimble pencil and the canary-colored pad of paper which coupled with an unlimited stock of "nerve," constituted his stock in trade. Chiefly as the result of too free indulgence in whisky, he was gathered in by the police of Lowell, Mass., on Saturday last and on Monday he was sentenced to four months in the local jail.

When arrested, the young crook gave his name as W. J. Longe, but he said it

was J. D. McDonald, although there is no proof that this also is not an assumed name, as is probably the case. His arrest was due to accident. Somewhat under the influence of liquor he was engaged in a loud mouthed altercation, when two Lowell engineers whom the alleged "subscription canvasser" had defrauded in August of last year, recognized his voice and his features and caused his arrest, which disclosed that his operations had been far more extensive than was first supposed. The Bicycling World was but one of more than a score of papers which he had claimed to represent and for which he had collected and pocketed subscription fees in at least seven States. His list included one publication in almost every line of industry, from automobiles, railroads and jewelry to coal and upholstery. The swindler already had been sentenced when the Bicycling World representative reached Lowell with the evidence against him, but it is probable that he will be rearrested after he has served his present term.

Keeping Wax Out of Carburettors.

With some of the cheaper grades of gasoline a certain amount of paraffine residue is entrained which in time tends to settle out in the form of a gummy mass, very clogging for small ducts and passages.

COMING EVENTS

May 30, Manhasset, L. I.—New York and Brooklyn Motorcycle Clubs' joint hill climbing contest; open.

May 30, Long Island City, N. Y.—Irish-American A. C.'s 2-mile handicap, at Celtic Park; open.

May 30, Hicksville, L. I.—Hicksville A. C.'s bicycle and athletic meet; open.

May 30, Newark, N. J.—Bay View Wheelmen's annual Irvington-Milburn handicap road race (outlaw auspices).

May 30, Atlantic City, N. J.—Atlantic City Wheelmen's 25-mile handicap road race; open.

May 30, Cleveland, Ohio—Handicap road race; open.

May 30, Detroit, Mich.—Detroit Wheelmen's annual Belle Isle handicap road race.

May 30, Salt Lake City, Utah—Annual 25-mile handicap road race; open.

May 30, Buffalo, N. Y.—Buffalo Athletic Association's bicycle and athletic meet at Kenilworth Park track; open.

May 31, Boston, Mass.—Annual meeting, L. A. W. National Assembly.

June 8, 9, St. Louis, Mo.—St. Louis Cycling Club's annual Pike county tour.

June 22, Providence, R. I.—Providence Motorcycle Club's track meet; open.

June 30, July 4 and 7, Paris—World's championships.

July 4, Atlantic City, N. J.—Atlantic City Wheelmen's 25-mile handicap road race; open.

July 29, Boston, Mass.—League of American Wheelmen's reunion.

July 30-31, New York City—Federation of American Motorcyclists' national endurance contest, New York to Providence, R. I.; open.

Aug. 1, 2, 3, 4, Providence, R. I.—Federation of American Motorcyclists' national meet.

Aug. 8, 9, and 10, Atlantic City, N. J.—Midsummer meeting of Cycle Manufacturers' Association and Cycle Parts and Accessories Association.

With proper care in straining and occasionally cleaning the carburettor ports, however, the rider should experience no trouble from this cause. Generally speaking, fuel troubles are chargeable quite as much to the user as to the oil company, and the man who knows his motor and all its parts, is seldom tied up with difficulties chargeable to others.

Although it is so elementary as to be amusing, the "green" motorcyclist is still occasionally met who in time of trouble does not know enough to slip the belt off the pulley. The strenuous nature of his pedalling or his trundling well may be imagined.

F. A. M. DATES ARE CHANGED AGAIN

Meet Will Now Occur First Week in August—Arrangements Made for Meet and Endurance Contest.

The promoters of Rhode Island's "Old Home Week" having experienced a change of mind, the dates for that celebration have been shifted back to dates originally selected and as the Federation of American Motorcyclists' national meet, under the auspices of the Providence Motorcycle Club, is to form a feature of the gala period the dates therefor also have reverted definitely to those first named, viz, August 1, 2, 3 and 4. The road race, hill climbing contest and the track events will occur on the 1st and 2d.

In consequence, the F. A. M. endurance contest will be started from New York on Tuesday, July 30th. It will be divided into two classes, for single and for double cylinder machines respectively, a gold or a diamond medal being the award for each class. The "weeding out" process will comprise not only an ascent of Jacob's Ladder, the famous hill in the heart of the Berkshires near Lee, Mass., but probably a half-pint economy test on Hills Grove track, Providence, where the contest will end. More interest than ever before is being manifested in the contest and a record breaking number of starters is in prospect. E. Y. White, who came all the way from San Antonio, Texas, to compete in last year's contest has written that he will be on hand again and with a fellow Texan, C. C. Early, Jr., who may also ride in the track events. J. A. Turner, of Chicago, the Western member of the F. A. M. competition committee, also expects to participate.

In Providence, the arrangements for the meet are making satisfactory progress. B. L. Barnes, a member of the Providence Motorcycle Club executive committee, has been made a member of the municipal Old Home committee, so that the city's active support is assured. The club has selected the Crown Hotel as the F. A. M. official hotel and the wise man will book his engagement well in advance as the week's celebration is sure to attract an enormous crowd. The Newman House is under the same management as the Crown and favorable rates have been obtained at both places. In honor of its selection, the Crown is to illuminate itself with an F. A. M. electric sign.

No Relief in Pennsylvania.

The bare possibility that existed that the Pennsylvania legislature in its closing hours last week would enact one of the several bills which would have relieved motorcycles of the fees and burdens imposed by the automobile law, was blasted by a snarl in which the Senate and the

House engaged. The former wanted a certain measure enacted which the latter refused to pass and as a result a deadlock ensued and all legislation was killed. The net result is that motorcyclists, residents and non-residents alike, must continue to pay \$3 per year for the use of the roads and also carry the two big cast iron plates provided by the State. The F. A. M. made a hard fight and spent several hundred dollars in the effort to obtain relief and the outcome, needless to say, is a bitter disappointment.

McReynolds a Three Time Winner.

Although suffering with a broken kneecap received in a fall while practising two days previously, McReynolds won three firsts and one third in the motorcycle races at the Roswell track, Colorado Springs, Col., on May 18th, beside making the fastest lap—one-half mile—of the meet, in 43 seconds. McReynolds rode an R-S. Norton, who won the free-for-all, was kept out of all but that event, it being claimed that he did not ride a stock machine. Following are the summaries:

Ten mile open—Won by McReynolds (R-S); second, Stratton (Apache); third, Chamberlain (R-S). Time, 15:56½, 16:20, 16:21.

Five mile open—Won by McReynolds (R-S); second, Stratton (Apache); third, Chamberlain (R-S). Times, 8:45, 9:45 10:00.

Five mile open—Won by McReynolds (R-S); second, Chamberlain (R-S); third, Stratton (Apache). Times, 7:48½, 8:25½, 8:27.

One mile, free-for-all—Won by Norton (Indian); second, Stratton (Apache); third, McReynolds (R-S). Times, 1:37, 1:39¾, 1:41¼.

Passing of One of Old Guard.

The Honorable Thomas Nelson Hastings, of Walpole, N. H., passed away at Boston on the 15th inst. Mr. Nelson was born in Cambridge, Mass., May 23, 1858, and was one of the founders of the Boston Bicycle Club, the first organization of its kind in America. He was one of the "Fortunate Five," as the quintet of B. B. C. members who sailed for England, May 20, 1880, the first American bicycle tourists to visit abroad, were termed. It was quite an event in those early days. Mr. Nelson was revered and esteemed by all who were fortunate enough to claim his friendship and stood high in political, club and Masonic circles, having been president of the New Hampshire State Senate in 1889 and 1900.

L. A. W. National Assembly to Meet.

The National Assembly of the League of American Wheelmen will be held on Friday, May 31, beginning at 10.30 a. m. As usual, it will be held at League headquarters, Boston, and Secretary Bassett has issued a call for proxies.

"OUTLAW" COMES FAR FOR NAUGHT

Travels from Australia to Race in America but the Hand of Punishment Reaches Across Sea.

That the Australian Federal Cycling Council, the body controlling the sport in the antipodes, has been having trouble with disgruntled riders, similar to the situation in this country now, and that the "way of the transgressor" or outlaw, "is hard," was the news brought by the Australian mail this week. There will be a discomfited young man in Salt Lake City as the result.

It seems that some time since a number of Sydney riders formed an outlaw organization known as the New South Wales Cyclists' Association, and promoted some outlaw races. For this the riders were set upon by the Australian Federal Cycling Council, which is a member of the Union Cycliste Internationale. The ringleaders in the movement were disqualified for long terms, many of them for life.

The disqualified men have been openly boasting that they will be allowed to race in America, according to a letter from Hugh D. McIntosh, president of the Australian Federal Cycling Council, and it is to prevent the disqualified riders from competing in America that the Australian body has written to the National Cycling Association.

As was told in the *Bicycling World* last week Fred Senhouse, a fast Australian rider, had arrived in Salt Lake City and purposed riding there this season. Senhouse, however, will have another "think," for he will have to make peace with the Australian authorities before he will be allowed to compete in Zion, as he was one of the disqualified riders, his suspension extending until March 31, 1908. Among the other Australian riders who expect to visit America are F. S. Hagney and G. H. Horder, who also have been suspended for long terms. Hagney's sentence ends at the same time as Senhouse's, while Horder has been suspended for life.

L. A. W. Programs a Reunion.

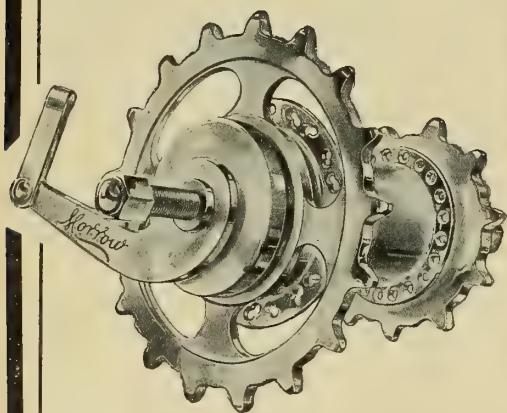
The week of July 28-August 3d being "Old Home Week" in Boston, Mayor Fitzgerald of that city has asked the League of American Wheelmen to arrange for a cyclists' reunion day during the week. Accordingly, Monday, the 29th, has been selected, and the following committee will have charge of the affair: William B. Everett, president League of American Wheelmen; Abbot Bassett, secretary-treasurer L. A. W.; George A. Perkins, chief consul Massachusetts Division, L. A. W.; Arthur W. Robinson, Rovers' Cycle Club; Quincy Kilby, Boston Bicycle Club, all of them names to conjure with.

The Same Virtues

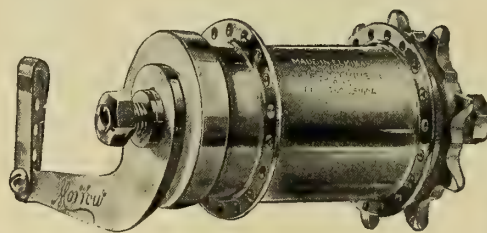
that earned world-wide fame for the

Morrow Coaster Brake

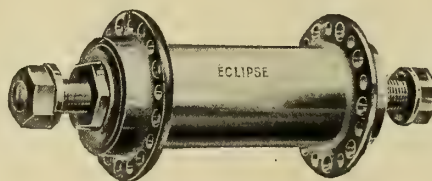
as applied to pedal-propelled bicycles
will make it as big a favorite for use
on the motor-driven machines.



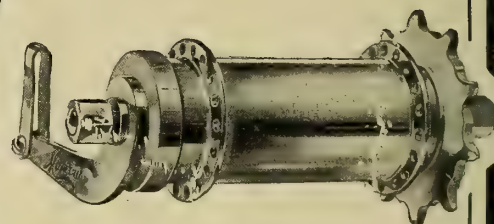
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For Bicycles



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For Belt-Drive Motorcycles

If you are not fully informed we will be
pleased to hear from you.

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VALLEY STREAM SAW A GOOD RACE

Lowe Leads at the Finish While Lewin Lands Time Prize—Outlaw Event Stopped at Freeport.

There were two road races on Long Island last Sunday, 19th inst., or rather, there was one and almost one-half of another. Both started from Valley Stream; one finished at that place and the other terminated at Freeport, where the police stopped it, after arresting two of the contestants for disturbing the peace and serenity of that village by speeding through its streets on Sunday.



SCENES ON THE COURSE AT VALLEY STREAM

The first race was the annual fifteen mile handicap promoted by the Long Island Division of the Century Road Club Association, run under National Cycling Association sanction, and it attracted 45 actual starters. The course was from West's, Valley Stream, over the Merrick road to just west of Freeport and return.

The limit men—nine in all—were given the word to start at 2:45 p. m.; they had four minutes. Six riders started in the 3½-minute division, and that which left a half minute later had eleven riders in it. Six men were in the two-minute bunch and Morrison, Hink, Nerent and Schlosser got away one minute before the scratch men. The honor markers were an unusually representative bunch, consisting of Frank and Joe Eifler, F. C. Graf and Gus Duester, of the C. R. C. A.; Thomas Smith, National Turn Verein Wheelmen; Charles Jacobs, Bay View Wheelmen; W. R. Stroud, Philadelphia; Henry Vanden Dries and Tony Bizzarri.

Two miles after the start Frank Eifler punctured, and after that the scratch men simply loafed. Duester did most of the pacing, although Stroud, the visiting Philadelphian, went out three times. Joe Eifler and Graf also went out once or twice but the majority of the bunch seemed to

not want to do their share of the work and the result was that the scratch men had a little pleasure ride, for they did not come in for any of the time prizes.

The ride in from Freeport was the hardest, as a three-quarter wind, changing to dead ahead on some of the turns in the road, made plugging a necessity. Lowe, Lewin, Martin, Seldney, Bauldauf, Young and Kind, and some others of the long markers bunched on the home stretch and it was not until within 50 yards of the fin-

ish and a blanket could have covered them all.

Lowe, the winner, had started from the limit mark, and he finished in 38:47½. He is a young New Yorker, a member of the C. R. C. A., 17 years old, and had never ridden in a race previous to this contest. He has been riding a bicycle for two years and had trained for this race two weeks, he said. Lowe also volunteered the information that he does not smoke or drink and has no bad habits. With all these qual-

ifications there is no reason why he should not become a champion. He won the race on a Pierce bicycle, geared to 92 and fitted with seven-inch cranks.

It was quite a surprise that I. Lewin, also an Association member, should run away with the time prize. Many thought Nerent and Schlosser, on the one minute mark had captured the prizes, but Lewin, who had a handicap of three minutes, was found to have covered the course in the fastest time, which establishes a record. His time was 37:47½. In addition to winning first time, Lewin also got second place. The summary:

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Pos.	Rider and Club.	Hdcp.	M. S.	Time.
1	Edwin Lowe, C. R. C. A.	4:00		38:47½
2	I. Lewin, C. R. C. A.	3:00		37:47½
3	Chas. Martin, C. R. C. A.	3:00		37:48
4	A. J. Seldney, C.R.C.A.	3:00		37:48½
5	F. Bauldauf, C.R.C.A.	3:00		37:48½
6	H. Surman, C.R.C.A.	3:00		38:07
7	H. Young, C.R.C.A.	3:00		38:28
8	C. Kind, Edgecomb	3:00		39:14
9	J. B. Hawkins, C.R.C.A.	2:00		38:44
10	G. Pauli, Rahway, N. J.	2:00		38:44½
11	S. Rein, Roy	2:00		38:44½
12	E. Bleuzak, Roy	3:00		39:46½
13	G. Henry, Tiger	3:00		39:49½
14	M. Rosenblum	3:00		40:03
15	Chas. Nerent, Brower	1:00		38:27½
16	C. Schlosser, Brower	1:00		38:27½

Time Prize Winners.

1	I. Lewin, C.R.A.C.	3:00	37:47½
2	Chas. Martin, C.R.A.C.	3:00	37:48
3	A. J. Seldney, C.R.C.A.	3:00	37:48½
4	F. Bauldauf, C.R.C.R.	3:00	37:48½
5	H. Surman, C.R.C.A.	3:00	38:07

It is safe to say that not in some time has there been so many people at Tom-



EDWIN LOWE, THE WINNER

West's as on last Sunday. Many had come to see the expected "clash of forces" between adherents of the N. C. A. and the supporters of the outlaw organization, and thought no doubt that they would see a "scrap." Those who came looking for trouble went home without having gratified their desires for the utmost harmony prevailed.

The Park Circle Club of Brooklyn, which now exists, it is understood, only on paper, and in the minds of some disgruntled riders, had called a twenty-mile race to start from West's immediately following the sanctioned event. The Park Circles had what they purported to be a sanction from the mis-named National Federation of "Amateur" Cyclists, the outlaw organization that wanted to put the N. C. A. out of business. They did actually start the race, several professionals being among the starters, however, and as a result there are now more than a score of riders who have been indefinitely suspended, and will be prevented from future competition in N. C. A. events until they make satisfactory reparation to the controlling body.

The reason their race was stopped may be easily told. Not long ago a pedestrian in Freeport who was run into by a bicyclist was severely injured, and since that time local feeling is pretty high against bicyclists who scorch through that church-going community. This was pretty generally known, and as a result President Ade of the N. C. A., even took the trouble to advise some of the outlaw riders to go slow through Freeport. That they did not heed him subsequent developments showed.

The first intimation that the race had been stopped by the Freeport police came when Captain of Police Dunbar telephoned to Valley Stream and said that if any riders said they had finished a race not to believe them, as he had stopped the race. The first real news of what had transpired in Freeport was brought by Carl Ericson, one of the scratch men. Ericson said that they were hitting up a good pace through the town when he saw a crowd of people lined up across the street. He slowed up and advised the other riders to do the same, which they tried to do when they saw several officers brandishing clubs, but could not, and charged pell mell into the officers' arms. Officer Dunbar caught two of the riders, Al Demarest and A. R. Wilcox, both of Brooklyn. The former had his bicycle broken in the scrimmage. Demarest claims that the officers threw him from his wheel, but Captain Dunbar says this is not so, and that in trying to evade the officers Demarest ran into a soft place in the road and in that way broke his bicycle. Demarest and Wilcox were haled to a local magistrate and fined \$2 each, which was paid. Of course, the race was called off.

As a result of the outlaw event the following riders have been indefinitely sus-

pended from competition under N. C. A. rules, which will close to them all allied sports: A. R. Wilcox, O. V. Brandes, Carl Ericson, Arthur Rhodes, L. R. Reynolds, William Schneyer, C. L. Demarest, Peter Smith, Louis Gitzendanner, L. J. Weintz, P. J. Baum, Frank Fisher, A. C. Frommeyer, A. Klein, C. N. Bissell, George Kovarick, G. S. Cook, Louis Neumann, D. R. Miller, F. T. Wanner, Walter Raleigh, Al Demarest, F. Hany, John Stopke, Harold Grupe, Fred H. Peterson, E. G. Grupe, and B. Herert.

Garrigou Is French Road Champion.

For the first time in the history of road racing in France, the Union Velocipedique de France, has organized a road championship, the distance being 100 kilometres. It was held on May 9th, the route being from Versailles to Rambouillet and Abris, returning via Dampierre, Voisins-le-Bretonneux to the starting point. It was won by Garrigou, who covered the 62 miles in 2 hours 58 minutes 50 seconds. Lignon finished second, three seconds later. The order of the other finishers, and the times follows: 3, Louis Trousselier, 2:59:17; 4, Marcel Cadolle, 2:59:18; 5, Petit-Breton, 3:00:42; 6, Privat, 3:00:47; 7, Beaugendre, 3:01:58; 8, Delage, 3:03:03; 9, Ricaux, 3:04:13; 10, Seigneur, 3:09:10; 11, Vast, 3:09:50.

Motorcycle Cops to Have a Meet.

Motorcycle "cops" of Brooklyn and New York City will have a little matinee race meet all their own on Decoration Day. It will be held at the Empire City track, Yonkers, beginning at 9:30 a. m., and medals for the various events have been donated by the police and deputy police commissioners and others. The events will be open to members of the bicycle squad riding motorcycles, the machines to be assigned by the department. Following are the events: Twenty mile scratch, 15-mile scratch, 10-mile handicap, 5-mile handicap, 1-mile scratch and a mile pursuit between members of the Brooklyn and New York departments.

San Jose Planning a Cinder Track.

San Jose, Cal., will have a cinder bicycle track ready for a meet on July 4, if the plans of the Garden City Wheelmen meet with success. The club has long contemplated the building of a big athletic field in that city, which will include a bicycle track within it, and would have had it built but for the earthquake last year. The proposition again has been taken up by the club and committees will be appointed to further the work.

Castro Couldn't Capture Record.

"Pete" Castro, one of the time annihilators of the Garden City Wheelmen, of San Jose, Cal., took chances with the police of Santa Clara county on Sunday, 12th inst., and attempted to lower the existing motor

paced record between San Jose and Gilroy, a distance of thirty miles. Castro was paced by Austin Holberg, on an R-S motorcycle, and would no doubt have gratified his record-breaking desire had he not encountered a stretch of new road that had only recently been graded. Castro covered the distance in 1 hour 6 minutes, which was the same mark set by Ed Wastie several years ago.

Heagren Has Live Plans for Ogden.

Harry W. Heagren, who formerly managed the Salt Palace saucer bicycle track at Salt Lake City so successfully, has been selected as the manager of the Ogden saucer, as the Bicycling World last week stated would probably be the case. Negotiations for the lease were concluded on Tuesday of last week. Heagren has not selected a race date as yet, but states that he will conduct a meet once every week and will guarantee the riders \$200 at each meet.

Carbondale Cycle Club's Election.

At the annual election of officers for the Carbondale (Pa.) Cycle Club, the following were chosen for the ensuing club year: President, Frank Carpenter; vice-president, L. W. Cramer; secretary, Isaac Singer; assistant secretary, Roy Vandermark; treasurer, A. E. Waters; board of governors—A. W. Patten, Alexander Detchburn, C. R. Munn, James McMillan, and Albert Nicol.

Lyon to Seek New York-Chicago Record.

G. W. Lyon, a Chicago motorcyclist, has the New York-Chicago record bee in his bonnet and has announced that he will attempt to establish a record between the two cities. He will ship his machine east, it is stated, but no date has yet been set for the start of the ride. The Chicagoan has figured that he can make the trip in about ten days, with luck in his favor.

St. Louisans to Hit the Pike Roads.

The St. Louis Cycling Club's annual tour of the famous Pike county roads will take place this year on June 8 and 9. The tourists will go to Louisiana, Mo., by steamer, and there organize touring parties to ride over the splendid gravel roads of Pike county. The return to St. Louis will be made by train from Clarksville.

Another Bicycle Club in Baltimore.

Baltimore has another bicycle club—the Maroon Bicycle Club—which has organized with Henry Schuchardt president, T. W. Murphy secretary-treasurer, and Bruce Drenning captain. The club will hold regular Sunday runs and have planned some long distance trips.

Club Formed in Council Bluffs.

Council Bluffs (Iowa) cyclists have gotten together and have organized as the National Cycling Club. Although organized only recently the club now has about 100 members.

SPRING NUMBER RECONVERTED HIM

Returned to Bicycling to Find Modern Machines Highly Improved—Pleasures of His First Rides.

Editor of the Bicycling World:

By chance I bought the annual spring number (I've not missed one since) of the Bicycling World, and while the whole issue interested me, most of all was I interested in the article on the bicycles of 1907. I might have been the man referred to, as it stated my feelings exactly. After carefully digesting it, I picked out the wheel I liked the looks of best, went and examined it at the nearest dealer's, and made a purchase.

I now have had and ridden the wheel two weeks and find a great difference in the product of 1907 and the product of 1901, since which time I had ridden but little, and am in a position to say that could more of the old timers be persuaded to try a wheel such as this, say fitted as mine is with two-speed coaster, and good tires, numbers would be reconverted.

Undeniably great benefit and enjoyment can be had from the proper and rational use of the bicycle; take my case for example: after an absence from the roads for six years, the two Sunday trips I have taken so far, have been thoroughly enjoyed.

Sunday, May 19, the first really warm day of the year, leaving Brooklyn, I rode to Jamaica, which is not a particularly beautiful ride, and was sorry I did not take the train that far. Leaving Jamaica I rode to Roslyn, via Flushing, and if there is any prettier ride than this, and over any better roads, I want leading to it; after a short rest I rode to Jericho, where I got a fair dinner. After rest and refreshment I continued to Hicksville, and from there crossed over to the south side, striking what is known as the Merrick road, a mile or so above Freeport. My troubles started here as the wind was blowing hard, exceedingly hard, right against me, and I think that from this point to Brooklyn (I rode all the way, which was foolish. I ought to have taken the railroad back from this point) every automobile and motorcycle on Long Island with a few from more distant points, overtook me and gave me the benefit of all the dust there was in that section of Long Island.

Though it was a beautiful day and the country looked its very best, I must confess that very few wheelmen seemed anxious to enjoy it, for until I got in the neighborhood of Valley Stream, where a road race, or rather two, were in progress, I met not more than a dozen, reminding me forcibly of "the days that have gone by." Of motorcycles I met numbers; they undoubtedly are fast taking the place of cycles, with the old brigade.

At Lynbrook I met "Pop" Brennan and E. W. Carritt, whom I think can be safely classed as two of the old guard, on motors,

and who explained to me the beauties of motorcycling in general, and their mounts in particular. Had I stayed with them long enough I think one of them would have presented me with an old one he had at home just to convert me, but though undoubtedly there is a charm and exhilaration in the swift movement of this style of cycle, the bicycle fills a something they do not: on a pedal pushed mount one can saunter along through country they would not care to penetrate; one can leave the busy highways and visit spots that they would not care, or even dare, to visit, and the responsibility attached to riding a wheel is as nothing compared to theirs.

Each fills a separate need. For exercise and health, rational riding for distances of say 50 or 60 miles on a wheel cannot be beaten; for greater distances and for the man that's in a hurry, the power machine is what's needed; in the power machine one also gets the pleasure and fascination that most men feel in controlling and operating power generating machinery.

Were I a prophet, I would predict that within the next year or so we shall see a return, in a limited degree, to rational riding, at least I hope so as at present one feels lonely when on the road.

A. W. S.

Many Hill Climbs for Motorcyclists.

In addition to the New York and Brooklyn Motorcycle Clubs' contest on Manhasset hill, the F. A. M. has sanctioned the free-for-all event for motorcycles which will form part of the Wilkes-Barre (Pa.) Automobile Club's hill climbing carnival on Decoration Day. The Wilkes-Barre hill is really a mountain, being 6,000 feet long with grades varying from 12 to 21 per cent., and one remarkable S curve. An event for motorcycles also has been added to the Bridgeport (Conn.) Automobile Club's climb on the same date and it is probable that this, too, will be sanctioned.

More Racing Men Obtain Licenses.

Licenses were this week issued to the following riders, by the National Cycling Association: Amateur (track and road)—Emil Kuster, New York City; Amateur (road racing only)—Frank McDonald, George Henry, William Peterson, Sylvester Peterson, William Fuchs, Ernest Bleuzat, Tommy Young, Anthony Bizzarri, C. M. Schlosser, Charles Jacob, Henry Vanden Dries, Maurice Vanden Dries, New York City; Samuel Rein, Brooklyn; Thomas Smith, Newark, N. J.; George Pauli and William Weber, Rahway, N. J.; Henry Surman, Elizabeth, N. J.

Father and Son on Long Journey.

M. A. Ransom, of Sioux Falls, S. D., accompanied by his 17-year-old son, is en route a wheel to New York. By vigorous riding he hopes to cover the distance in three weeks, although he has no record breaking bee in his bonnet.

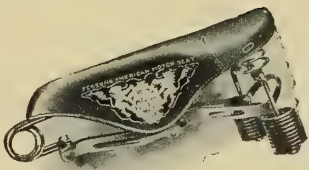
KIRK AND COLLINS FOR THE COAST

Brooklynites Start Sunday for Trip Across the Continent on Bicycles—Hope to Eclipse the Record.

To-morrow morning (Sunday), at 7 o'clock, Otto Kirk and Joseph P. Collins, of Brooklyn, who are members of the Century Road Club of America, will start on what will be the longest bicycle ride in their careers. They will ride on bicycles from Brooklyn to San Francisco. If they carry out their purpose and arrive at the Golden Gate they will have earned all the glory and more than they will receive, for others have attempted the same feat in recent years, but all lost their backbones soon after they got started.

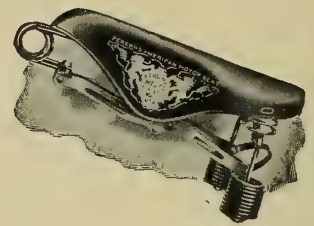
Kirk and Collins are two young men who only recently became interested in bicycle riding. As they are employed in a Brooklyn play house their summers are always at their disposal. The young men this year had planned to hobo it across the continent, but became interested in the Century Road Club of America and were persuaded to attempt the trip on bicycles. For a month or more they have been getting in shape by riding on century runs. The bicycle record from coast to coast is 38 days 8 hours, made in 1896, and this the hardy riders hope to eclipse. They will check every twenty miles, if possible, so that their mileage will count in the C. R. C. of A. competition. Collins and Kirk will leave City Hall, Brooklyn, to-morrow at 7 a. m., and will be accompanied out of New York by several of the long distance pluggers.

The itinerary, as planned, embraces the following route: In New Jersey—Jersey City, Newark, Morristown, German Valley, Hackettstown and Belvidere; Pennsylvania—Delaware Water Gap, Tannersville, Scranton, Laporte, Ralston, Wharton, Johnsonburg, Durham Mills and Meadville; Ohio—Jefferson, Painesville, Cleveland, Elyria, Sandusky, Oak Harbor, Toledo, Delta, Bryan; Indiana—Wolcottville, Elkhart, South Bend, Laporte, Crisman; Illinois—Chicago, Geneva, Dixon, Moline; Iowa—Davenport, Tipton, Cedar Rapids, Tama, Marshalltown, Ames, Carroll, Dow City, Council Bluffs; Nebraska—Omaha, Fremont, Columbus, Central City, North Platte; Colorado—Julesburg; Nebraska—Sidney, Kimball; Wyoming—Burns, Cheyenne, Laramie, Allen Junction, Rawlins, Red Desert, Patrick, Green River, Granger, Evanston; Utah—Echo, Ogden, Corrinne, Kolmar, Seco, Kelton, Matlin, Bovine, Lucin; Nevada—Tecomah, Elko, Golconda, Humboldt, White Plains, Reno; California—Lake View, Colfax, Sacramento, Elmira, Oakland and San Francisco. Slight changes in this itinerary may be necessary later on account of weather or road conditions.

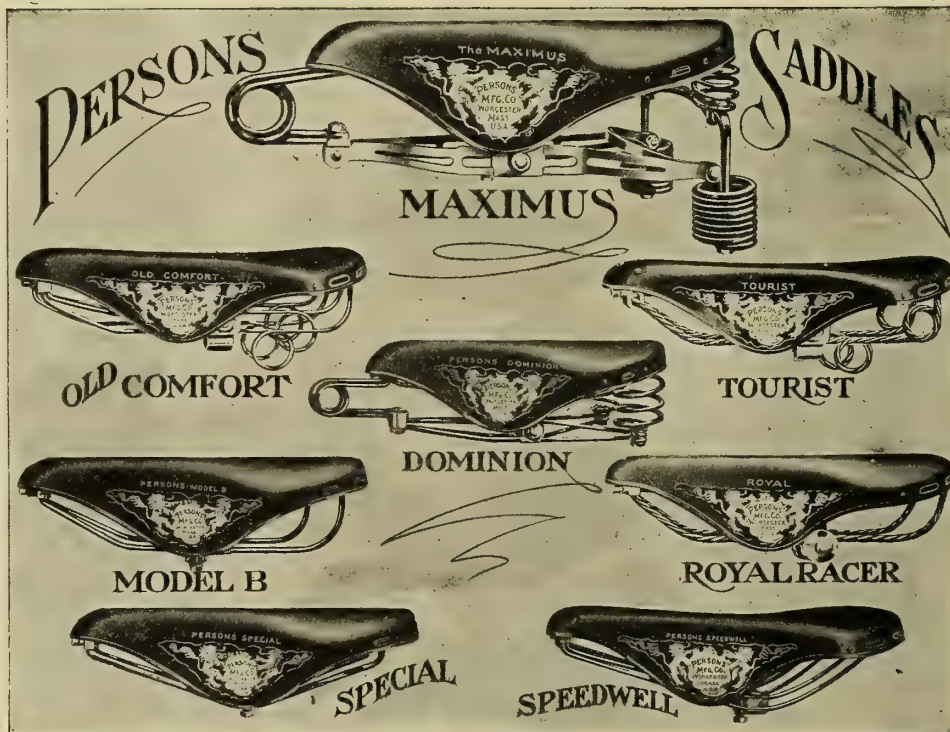


Let quality be thy mark;
Being it, forget not thy quality,
For beauty true is deeper than the skin.
Costly thy habit as thy purse can buy
But not express'd in fancy; rich, not gaudy;
For the apparel oft proclaims the man
As the fitment foretells the inner wheel.

—SAGE OF THE WHIPPOORWILL HILLS.



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Its sale is controlled by us exclusively and no cycle other than the Racycle can use it as equipment. Seven other Persons Models are supplied by us, making altogether the most elaborate and expensive saddle equipment of any factory in the world.

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TAYLOR LOSES AND IS FINED

American Negro, in His First Race, is Defeated by Poulain—How Other Americans Fared Abroad.

Marshall Walter ("Major") Taylor, or the "Negre Volant," as he is called in France, made his debut at the Parc des Prince track, Paris, on Thursday, May 9th, in a three heat match against Gabriel Poulain, former world's champion. The American negro was beaten in his first race after an absence of more than two years from the track, but it is the opinion of the majority of riders at the Parisian capital, that Taylor will regain his one time form, and be able to show the tricky foreigners some points in their own style of riding. The first race cannot be said to have been as much a success as the negro's managers would have the public believe. The fact that the U. V. F. have fined both Poulain and Taylor for irregular riding is perhaps enough to suggest that the public did not witness the terrible struggle that was suggested.

The heats were each at a distance of 1,333 metres, and the first went away to a good start, with Taylor on the pole, but Taylor, in trying to do an acrobatic stunt on the steep banking, slipped and fell. The race was restarted, but Taylor scraped the boards again. After another start they got away slowly, and after a great deal of trick riding Taylor took the lead on the last lap. The negro forced Poulain to go ahead 500 yards from home, then ran high on the banking and jumped. Taylor got a lead of 50 yards and rode the Frenchman to a standstill for 150 yards, but condition told, and Taylor, who had only two weeks' training, blew up, and Poulain won by ten yards. Time, 7 minutes 9 $\frac{3}{4}$ seconds.

In the second heat Poulain took the lead all the way and 200 yards from the tape began to unwind. Taylor came out 50 yards to go and won easily, Poulain sitting up. Time, 3:17 $\frac{3}{4}$.

Poulain practised the same tactics in the third and deciding heat as he had in the second and condition again told, as Taylor was unable to hold his own in the sprint for the tape, and Poulain got across by an open length. Time, 3:22 $\frac{1}{2}$. Naturally, the big crowd of 25,000 threw a fine French fit and shouted "Vive la Poulain!"

Of secondary interest was the international match race which went to Emil Friol, who in turn beat Rutt to the tape by one length. Schilling was fourth and Henri Mayer fifth. In the heats Bardgett was beaten by Mayer and Friol trounced Krebs.

Oscar Schwab finished second in the 40 kilometre paced race at Antwerp on May 9th. He was beaten by Pasquier, who finished 150 yards in front. Time, 1:02:12 $\frac{3}{4}$.

"Woody" Hedspeth won the Prix de l'Union des Commerçants at Saint Pierre-sur-Dixes, France, on May 9th. He fell in the international sprint race, which was captured very easily by Rettich, of Germany.

Walthour punctured and fell in the hour race at Leipzig on May 12th. He was not injured seriously but sufficient to cause him to abandon the race. Guignard won with a score of 81 kil. 300, with Vanderstuyft second. Salzmann quit.

Louis Mettling, the American "stoogent," rode his first race of the season at the Zehlendorf track, Berlin, on May 9th. The

**IF YOU ARE
A CRANK**

ABOUT THE KIND OF TAPE
YOU USE, GET IN LINE
WITH SIMILAR CRANKS
WHO USE NOTHING BUT

M. & W. TAPE

NEVER KNOWN TO DRY UP

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race of the season at the Zehlendorf track, Berlin, on May 9th. The race went for one hour behind pace and was won by Demke, 66 kil. 335. Mettling had to change his mount twice on account of mishaps.

Menus Bedell is evidently going great guns, according to advices from abroad. At Antwerp, on May 9th, he defeated Verbist in a 50 kilometre paced race without windshields, and lowered all records formerly held by Walthour. The times for the various distances follow: 10 kilometres, 7:39 $\frac{1}{2}$; 20 kil., 14:42 $\frac{1}{2}$; 30 kil., 22:02 $\frac{1}{2}$; 40 kil., 29:20 $\frac{1}{2}$; and 50 kil., 36:58 $\frac{1}{2}$.

Although he had the good will of 16,000 spectators, the veteran Nat Butler, rode in hard luck as usual, at Cologne, on May 12th. The "piece re resistance" was the Grand Prix d'Ouverture, in two heats: 20 kilometres, and one hour, both behind pace. Butler had several punctures and finished third in the short distance event, Guenther winning, and the American was beaten by 1,000 yards in the hour race. Guenther won, covering 77 kil. 390.

Americans were conspicuous at the reunion at the Velodrome Haubette, Reims, France, where the good champagne is made, on May 12th. Bardgett, Krebs and

John Bedell each won their heats, but the Long Island farmer was unplaced in the semi-finals. Bardgett and Krebs both got placed in the semi-finals but were defeated by Broka and Tournadour in the final. A three-team tandem race between Bedell-Krebs, Broka-Tournadour, and Marcelli-Antony finished in this order. Krebs beat Bardgett in another sprint race.

Cheered by 10,000 persons Henri Mayer and Thorwald Ellegaard fought to a standstill for the Grand Prix of Antwerp, at that city, on May 12. Schwab, the American, was shut out in the semi-final, after winning his heat. The final was run in three heats, Mayer and Ellegaard each winning one and tying in the third, according to points. To decide the tie an extra heat was run, in which "Old Man" Mayer, he of the odd hosiery, trounced the world's champion by six inches.

After winning his heat very easily, Fogler fell in the final heat of the international race at Tarbes, on May 12th. The trial heats resulted in the placing of Rutt, Fogler, Hedspeth and Fournous, a local champion, these four riders also surviving the semi-finals. In the fifth lap of the final Fogler made his supreme bid and jumped for a good lead, but slipped on the steep banking and fell. In the momentary confusion that resulted the local champion jumped out and put five lengths between himself and Rutt, who was not able to overhaul him. Hedspeth ran third.

Motorcyclists Warned and Suspended.

For competing at an unsanctioned race meet and against unregistered riders at New Haven, Conn., on April 27th Chairman Douglas of the Federation of American Motorcyclists' competition committee, has suspended J. F. Cox, Jr. and Peter Cox of New Haven, Conn., for 90 days, and Hugh Matthewson, A. C. Staley, F. M. Walker, — Forbes, and G. Smith, also of New Haven, have been let off with a warning. The suspensions all have been reported to the Amateur Athletic Union, the American Automobile Association, and the National Cycling Association, with which the F. A. M. is affiliated. The Coxes were shelved because on a previous occasion they had been given a warning and the benefit of a doubt that existed.

J. F. Cox is a charmingly ingenious chap. According to one story, he has "pothunted" throughout Connecticut at unknown and untraceable races and collected quite an assortment of prizes, which he has displayed to some of his personal friends. Despite the fact, he appeared at the F. A. M. meet in Rochester, N. Y., last year and sought to enter the novice race. When he was rebuffed he felt real badly and later when his possession of prizes previously won was remarked, with that charming innocence peculiar to competitors who are trying to "beat the rules," he responded:

"Why, I never won a novice race in my life."

Some Men Deceive Themselves

and some deceive others, but facts speak louder than words. We believe that merit will tell its own story, therefore we are not saying much, but keep on "sawing wood."

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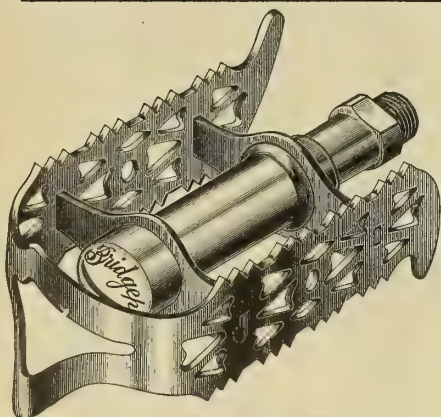


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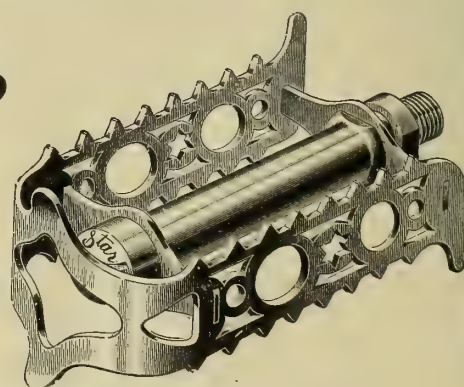
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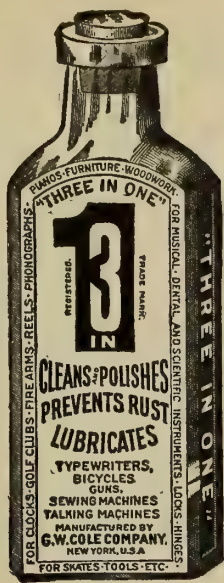
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Crescents Celebrate their Birthday.

The Crescent Bicycle Club of Baltimore, Md., celebrated its first birthday last Tuesday. Organized May 21, 1906, they have played a prominent part in the renewal of interest in cycling in the Monumental City. From the beginning the Crescents departed from the precedents established by similar organizations, novel ideas were introduced locally. As a riding club, and not a social one was wanted, the idea of a club house was dismissed from the start. Without the expense of a club house the Crescents have been able to make cycling very interesting for members. At the beginning of the year the club introduced a century and mileage contest, which has proved successful. The first competition extends from January 1 to July 1. At present the standing of the leaders is: 1, Francis Woolford; 2, Thomas W. Baker; 3, Fred E. Mommer; 4, Charles O. Reville; 5, Frederick Meyer; 6, F. A. Rochester; 7, Irvin Baker; 8, William H. Logue, Jr.; 9, W. T. Gittings; 10, Frank Fertitta.

Motorcyclists at a Clambake.

New Bedford and Fall River, Mass., which are near neighbors, now have a motorcycle club, of which that one-time "king" of road racers, Hoyland Smith is president; F. E. Sawyer is vice-president, William Hanson, treasurer and Thomas Lyons, secretary. In connection with several New Yorkers and a number of persons from Brockton, Mass., who contributed to the fund, the New Bedford and Fall River Motorcycle Club, as its styled, on Sunday last celebrated its birth by giving a clambake, of which a crowd of 100 partook, about half of them being motorcyclists and the others invited guests. The Providence Motorcycle Club was represented by a delegation of sixteen. A "smoke talk" also had been carded as a feature of the occasion but apparently the clam-eating occupied all of the time.

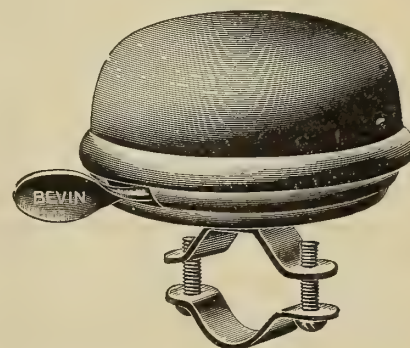
Eifler Leads for Diamond Medal.

By finishing first of the scratch men in the 15-mile handicap road race last Sunday, at Valley Stream, J. M. Eifler, of the C. R. C. A., has secured a lead in the contest for the diamond studded gold medal that has been offered by a cyclist to the scratch rider that scores the most points in National Cycling Association sanctioned road races for the present season. The score of the riders follows: 1, J. M. Eifler, C. R. C. A., 7 points; 2, C. A. Sherwood, N. Y. A. C., 5 points; 3, F. W. Eifler and H. Vanden Dries tied with 3 points; 5, Thomas Smith, National T. V. Wheelmen, 2 points, and 6, Dan Trotter and W. R. Stroud, Stroud Wheelmen, 1 point.

If you are interested in Motorcycles, "Motorcycles and How to Manage Them" is the very book you need. Price, 50 cents. The Bicycling World Co., 154 Nassau St., New York.

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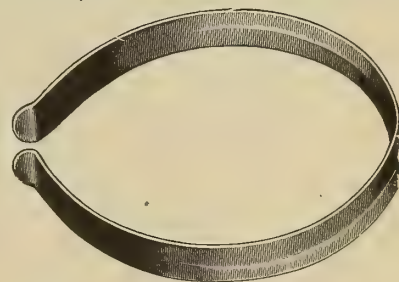
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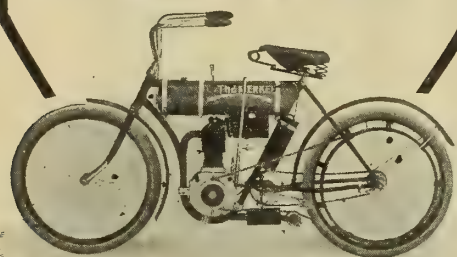
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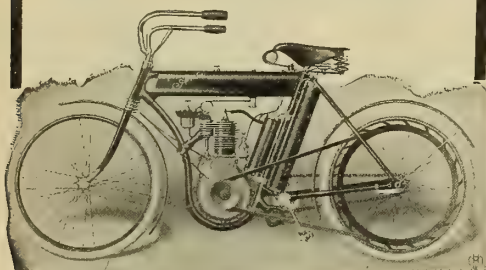
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The Week's Patents.

852,716. Tire Repairing Plug. Merton W. Hall, Gloversville, N. Y. Filed Nov. 25, 1905. Serial No. 289,095.

Claim.—1. A repair plug for pneumatic tires, comprising a head and a stem of elastic material, and metallic plates embedded in said head upon opposite sides of the axis of said stem.

852,855. Machinery for Use in the Manufacture of Pneumatic Tires. Thomas Sloper and Robert Sloper, Devizes, England. Filed Aug. 20, 1906. Serial No. 331,415.

Claim.—1. In a machine for making pneumatic tires, the combination of a "formre" having a working face of curved cross-section, and means for laying a cord in siz-zag fashion upon the working face in such manner that the folds constituting one layer lie side by side therein without crossing each other and a fabric is built up corresponding in shape to the finished tire and having loops in the edges on both sides, substantially as set forth.

853,001. Trembler for Induction Coils. Charles H. Bryant, Hammersmith, England. Filed April 23, 1906. Serial No. 313,316.

Claim.—1. In an induction coil trembler the combination of two contacts and a spring to keep such contacts in electrical connection while allowing variation in their resistance substantially as and for the purpose set forth.

853,115. Cycle Wheel Guard. Theodore Reuss, Kottchenbroda, Germany. Filed March 30, 1905. Renewed March 14, 1907. Serial No. 362,413.

Claim.—1. A cycle wheel protector, comprising a guard located in front of the wheel and carried by the cycle frame, and a flexible arm at each side of the wheel, carried at one end by the axle and secured at the other end to the said guard, substantially as described.



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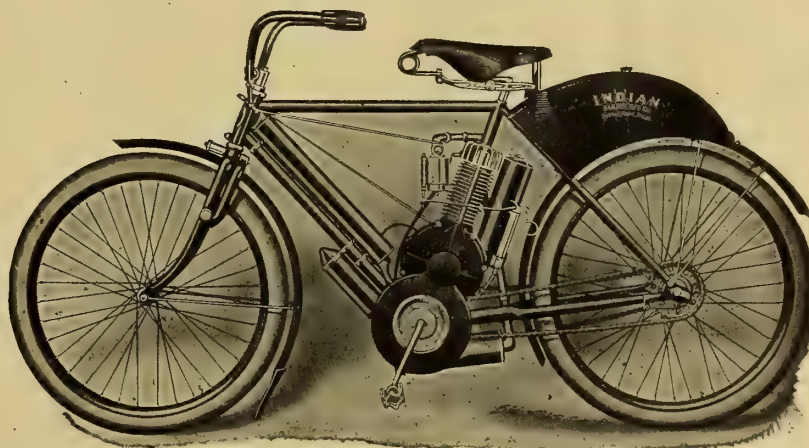
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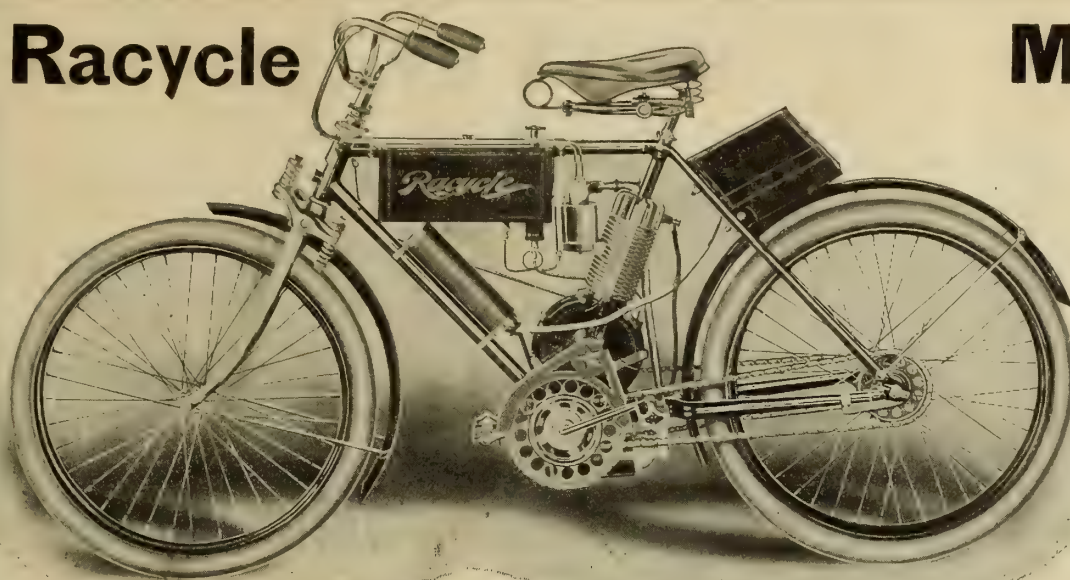
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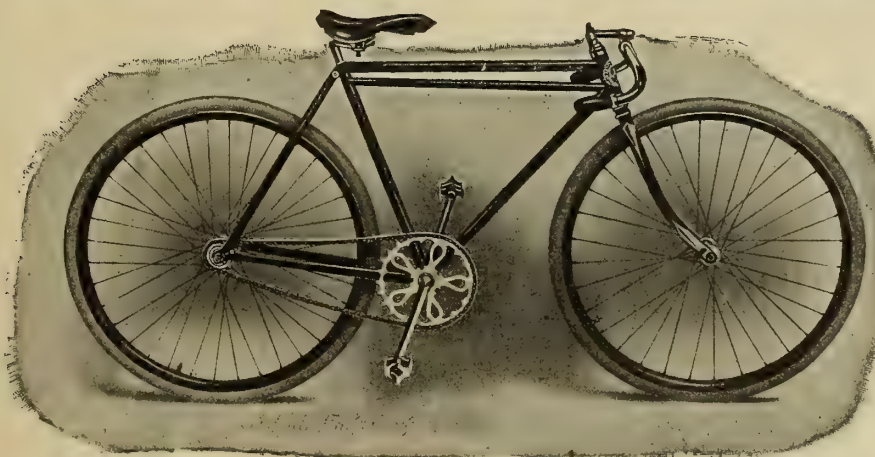
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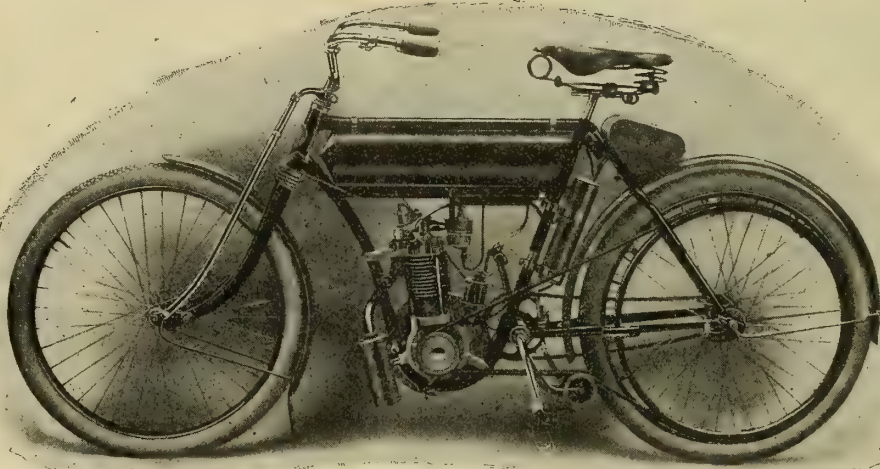
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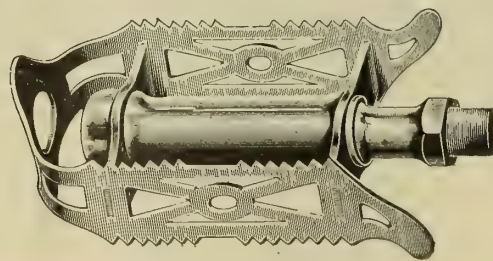
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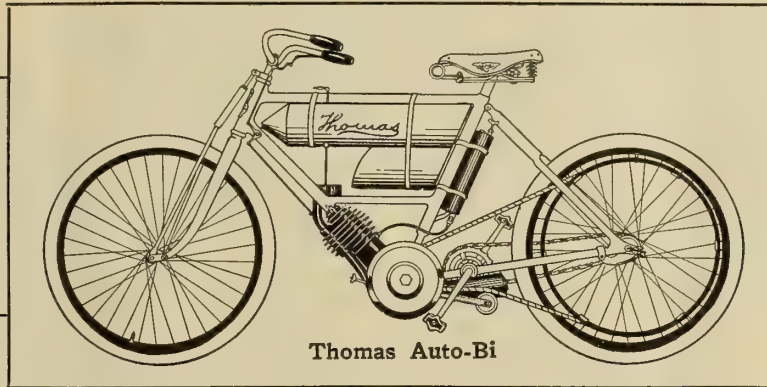


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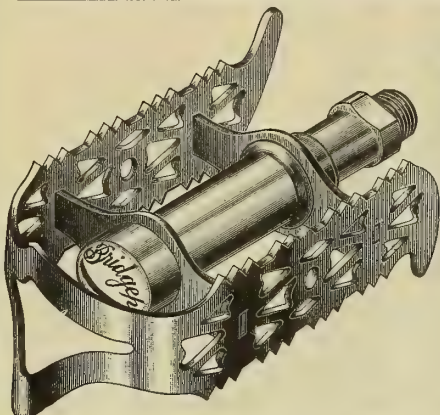
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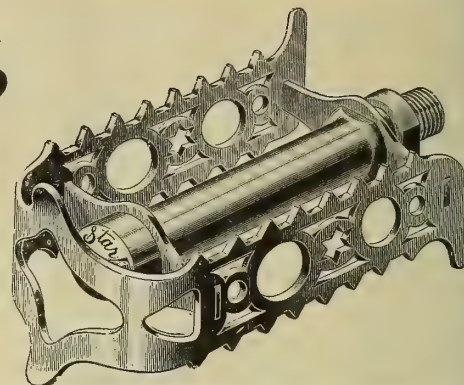
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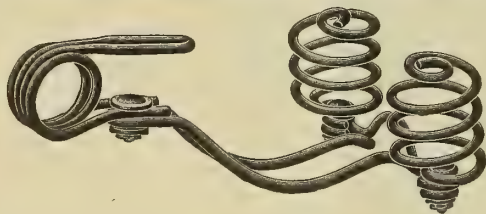
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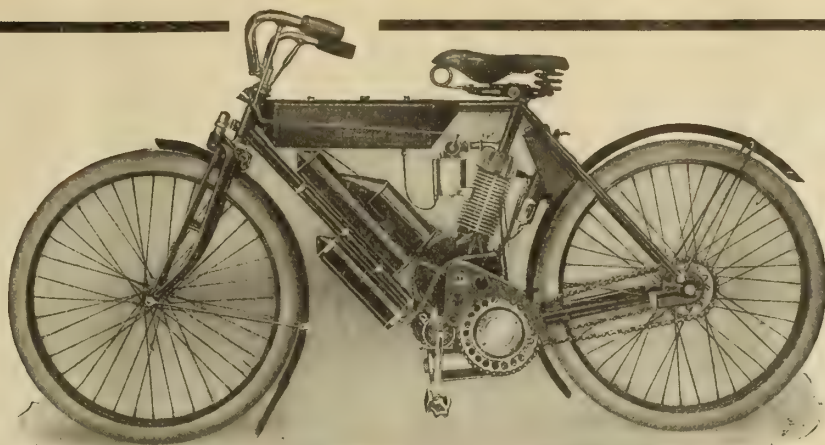
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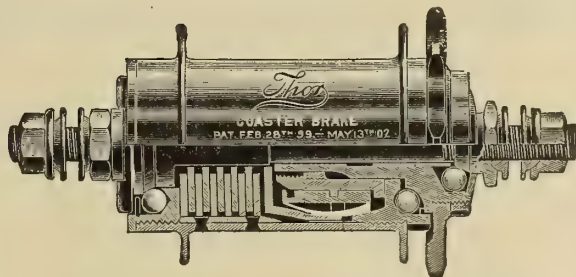
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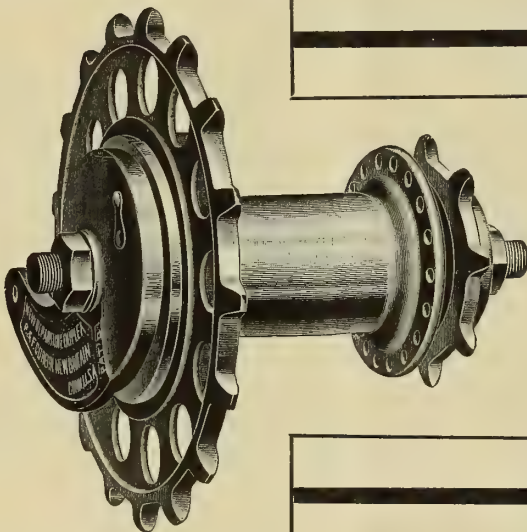
AURORA AUTOMATIC MACHINERY COMPANY

AURORA, ILL.

While coaster brakes are good for all kinds of bicycles, they are indispensable so far as motorcycles are concerned. To motorcyclists they are life preservers. The importance, therefore, of selecting the right one is apparent.

That is the reason why the

Corbin Motorcycle Coaster Brake



is in almost universal use. It has been proven the right one—the trustworthy one. It has stood the test of years of use on all sorts of motorcycles in all sorts of places. If by chance your machine is not equipped with a Corbin, it is time to “get busy.”

CORBIN SCREW CORPORATION
New Britain, Conn.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

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New York, U. S. A., Saturday, June 1, 1907.

No. 10

GARDEN OPEN FOR MOTORCYCLES

**Automobile Manufacturers Lift the Ban—
Now Are Ready to Create Motorcycle
Section at November Show.**

As a result of the influence exerted by the Cycle Manufacturers Association, the management of the Madison Square Garden Automobile Show, which occurs in November next, has let down the bars and is ready to extend a welcome to motorcycles. Official statements to this effect were made this week by officers of the Association of Licensed Automobile Manufacturers, under whose auspices that exhibition will occur.

This action on the part of that organization is but one of the many signs of the increasing recognition of the motorcycle interests. Heretofore the A. L. A. M. has not permitted motorcycles within its doors, not even the two members who are concerned with their manufacture being allowed to exhibit them in connection with their cars. But having lowered their bars, the Association's welcome will not be half-hearted. If the motorcycle manufacturers so desire, the management is ready and willing to institute what will be termed a "motorcycle section." In the wide aisle leading from the arena to the rathskeller there is room for 32 spaces, 16 on either side, and it is this part of the Garden that would be devoted to motorcycles and their accessories, as the latter also would be admitted, all goods, however, to be displayed by their manufacturers and not through agents.

The Garden automobile show is a magnificent spectacle and is probably the most impressive industrial exhibition held in this country. The one in question will occur the first week in November.

At the show of the Automobile Club of America in Grand Central Palace, New York,

which will occur later in the same month, motorcycles, as always, will be admitted. The sponsors of the Sportsmen's Show, which will be held in the Garden late in February, also are making a bid for motorcycle patronage, but as it is largely of a local character and attracts few if any bicycle or automobile agents, that show scarcely will fill the bill from the manufacturers' standpoint, particularly as it comes at a time when most dealers have "signed up" for the year.

Ajax Now Making Bicycle Tires.

Ajax tires, which have earned fame in the world of automobiles, are now available for cyclists. The news that their manufacturers, the Ajax-Grieb Rubber Co., whose factory is in Trenton, N. J., and general office at 1776 Broadway, New York, have invaded the bicycle market, will prove in the nature of a considerable surprise as practically no intimation that they were contemplating such a move had been permitted to escape. The Ajax bicycle tires will be high grade single tube tires and all will bear their makers' name; no "special brand" goods will be marketed and no effort be made to interest those to whom quality does not appeal. H. M. De Silva, who formerly sold International tires and who is quite well known to the cycle trade, recently was added to the Ajax staff and soon will be renewing his cycling acquaintances in the territory which he formerly traveled so thoroughly.

Splitdorf Moves Away Up Town.

The Splitdorf Laboratory, for many years located at 17-27 Vandewater street, which is in the heart of down town New York, has moved almost to the other end of the city—261-265 Walton avenue, corner 138th street, in Bronx borough. The new plant will afford much needed room and serve to increase the output of the famous Splitdorf coils, magnetos, plugs and other ignition specialties with which the name for so many years has been identified.

WILL PRODUCE COASTER BRAKES

**Miami Company Makes a Surprising Move
—Secures the Musselman Patent and
Will Enter Open Market.**

The Miami Cycle & Mfg. Co., Middletown Ohio, is "going into" the manufacture of coaster brakes. As that well known concern was not suspected of even harboring intentions of the sort, its decision will cause wide-spread surprise.

The coaster brake which it has taken up and will produce is the one covered by the patent of A. J. Musselman, which was illustrated and described in detail in the Bicycling World of March 9th last, and which patent will be operated in connection with certain inventions of one P. Ohoro, of Chicago, which date back to 1896. The device will be marketed as the Musselman coaster brake and will not only be employed on Racycles, but will be supplied to other manufacturers and to jobbers and dealers generally. It will be produced in sizes for both bicycles and motorcycles. No other coaster brake will be used on the motor Racycle of 1908.

General Manager Ballew, of the Miami company, states that the decision to engage in coaster brake manufacture was made only after thorough test of the Musselman device and after exhaustive research of the patent records. The move is made in pursuance of a policy of expansion that has been adopted and which follows the acquirement of all of the Miami stock by Mrs. S. J. Sorg and her daughter who previously were the largest stockholders. On September 1st the capital of the company will be considerably increased.

Mechanically the Musselman coaster brake is extremely simple and attractive. It is composed of but six essential parts, namely, the hub shell, the sprocket and driver combined in one part, the clutch,

the brake, and the right and left hand cones, which support the ball bearings. The clutch takes the form of a ratchet-faced cone adapted to engage the corresponding face of the shell when brought over into the driving position by the action of the driver. The latter engages it on the familiar worm or screw principle. When the sprocket is driven forward the threads upon the driver draw the clutch to the right thus securing the desired contact, which is rendered the more certain by the ratchet formation of the working faces.

Upon the left extension of the clutch member is a wedged projection, adapted to engage and spread the brake ring, the latter being in the form of a slotted sleeve, cut away to receive the wedge on the clutch member, and notched on its opposite face, to receive an anchor key, fixed integrally with the left hand bearing cone. When the clutch wedge is forced into the opening, the brake ring is expanded against the shell, bringing about the desired retarding action. Upon the removal of the clutch, through the resumption of the pedalling action, the brake ring again assumes its normal shape through its own elasticity.

Big Month in British Exports.

April of this year was the best month in the matter of British exports since June, 1897, 10,319 complete bicycles (the record to date), estimated at £52,661, being sent out of the country, together with £62,333 of parts, which gives a total of £114,994 as against £110,156 in the preceding month, and £82,054 in April of 1906. For the four months ending with April last, no less than 33,064 complete machines (£166,604) were shipped as against 22,105 (£127,530) in the corresponding four months of last year. There has also been a slight advance in the exports of parts—from £267,832 to £277,736—the aggregate amounting to £444,340, which compares with £295,352 in the first four months of 1906, and £298,238 in the similar period of 1905.

The imports comprised 87 complete machines, valued at £670 and £18,712 worth of parts. For the first four months of the year the imports were made up of 209 complete machines (£1,619) and parts to the extent of £64,472, the total of £66,091 being reduced by re-exports to £62,304, as against only £51,959 in the corresponding four months of 1906.

Bradley to Supply Foreign Parts.

The C. E. Bradley Motor Co., Philadelphia, who for a considerable time have produced motors and motorcycles on a limited scale, have set up a department for the repair of foreign motorcycles. Their idea is to duplicate any part which may be broken and which is wanted in a hurry.

The Retail Record.

Fort Madison, Iowa—G. Ritter, new store.

Franklin, Mass.—Carl Engler, opened repair shop.

POLICE BICYCLES ARE REJECTED

New York's Controller Orders Return of Defunct Eagles—Mr. Morris is Mad and Talks Real Loud.

"Easy marks" who read the metropolitan newspapers and who are keen on the scent for bargains in bicycles may reasonably anticipate the early appearance of an advertisement of about the following tenor:

ASTOUNDING SACRIFICE—Seventy-five beautiful Eagle bicycles, thoroughly tested out by New York's famous bicycle police squad. So slightly soiled that it will be a shame to take so little of your money for such rare bargains. Our unparalleled guarantee goes with every machine. As the excavators have reached the walls of our building and as there are only 1,000 empty stores to let in New York, we must sacrifice these beautiful Eagles or stack them on the sidewalk.

The appearance of such an advertisement is foreshadowed by the fact that as a result of the inquiry instituted by Controller Metz, the Police Department has been ordered to cancel the contract and to return to the Manhattan Storage Co., the job lot of 75 Eagle bicycles which that firm had induced the city of New York to accept as being "just as good as the Columbia," although the makers of the Eagle went out of business several years ago. Among other things, the inquiry disclosed, as the *Bicycling World* of last week reported, that with that "nice little way they have with them," the firm of Morris & Grinberg—who for many reasons prefer to trade under storage and company titles—industriously tried to make the ante-dated Eagles come up to the Columbia standard. They somehow got hold of four pairs of expensive Columbia pedals, which they forced to fit the sample Eagles they first submitted to the Police Department. The bicycles they actually delivered were, however, equipped with pedals of a sadly different quality.

It is almost unnecessary to say that Adolph Morris, the head of the perfumed firm, does not relish the rejection of the bicycles, which have not been paid for. The news of the Controller's action is said to have caused Morris the same peculiar species of joy that once followed the discovery in the so-called storage establishment of a *Bicycling World* man to whom had been offered an easily recognized bargain counter bicycle, which the salesman whisperingly assured the "intending purchaser" was a high grade of proud repute masquerading under the bargain counter nameplate. That was a great day in the "storage" place. It probably is the only occasion on which the orders "Don't take his money; don't sell him nothings," ever resounded excitedly within the four walls, the "unmasking" of the *Bicycling World* man having taken place when, after expressing preference for a chainless, he had been led to "this beautiful guaranteed chainless,"

which actually did have a chainless nameplate, but which led to the innocent question: Do chainless bicycles have chains? the one in evidence being fitted with a chain as "large as life."

Mr. Morris says he won't accept the rejected Eagles from the Police Department. He says he'll fight, he'll sue, he'll do an awful lot of things, indeed he will. He wants it known that jealous competitors are trying to poison the minds of the city officials and he won't have his proud reputation smirched, indeed he won't. But in all probability, when the police tender the 75 bicycles, he will decide that a "sacrifice sale" is very much cheaper than a suit, particularly if the limb of the law should chance to whisper into the Morris-Grinberg ear, or to solicit a candid opinion as to why some storage operators prefer five minutes in New York to five years in other States, Pennsylvania, for instance.

To the reporter who sought him out, when the decision of the Controller was announced, Morris relieved himself in this wise:

"We'll not accept the bicycles under any circumstances. It's nothing but pure jealousy on the part of defeated competitor bidders, because we underbid them.

"At the bidding, we showed them a guarantee that our bicycles were as good as if not better than any in the market. They cheerfully accepted our wheel, and it was examined by all the police officials, experts, etc., who were apparently satisfied. When the pedals first came off, we supplied them with seventy-five new pairs, and still they are not satisfied. I shall bring suit at once and will fight them to the end. Our competitors are the cause of all this, for poisoning the minds of the officials with a lot of stuff to injure our reputation."

When seen, Controller Metz did not appear greatly distressed by Morris's threat to fight.

"If the wheels are such as described in the report of Engineer Reed, who investigated them," said the Controller, "they will certainly go back. I suppose it will wind up in the courts. We will fight the case, and I don't think that we will lose, from what I know of the case."

Why the Bicycle Stood Sentinel-like.

The appearance of a bicycle, standing sentinel-like at the entrance to the Prospect House, Niagara Falls, all during the day of the last meeting of the Cycle Manufacturers Association at that point, and which caused remark, has been explained. Proprietor Isaacs writes that the bicycle stood there not by accident or design, or in honor of the manufacturers' meeting, but for far more useful purposes. Mr. Isaacs is an active fire commissioner and answers all alarms and he has found a bicycle to be an uncommonly useful and ever-ready adjunct for that service. He has employed the bicycle in that service for several years and hence learned its real utility by practical use.

EXPORTS SHOW AN APRIL GAIN

Upward Movement Continues—United Kingdom, France and British North America's Substantial Increases.

The same slight increase in bicycle exports which marked the month of March, is apparent in the returns for April. The total for the latter month is \$107,300 as against \$102,795 for April, 1906, a net increase of \$4,505 or about 4 per cent.

Ten of the eighteen arbitrary divisional territories into which the exports are classified show increases. Of these the United Kingdom leads in values, the April increase being from \$19,909 to \$39,802, or just double. France's increase, while showing an even greater proportion of gain, is not so large in net results, the figures giving a jump from \$2,710 to \$7,619, almost three times as much. Argentina shows practically the same percentage of increase, with a leap from \$688 to \$1,769, which if not large in actual figures is a most healthful symptom of growth and the basis of a legitimate expectation for further substantial increases. In fact, all of South America shows a growing appreciation of American machines. British North America practically doubled its April purchases, the 1906 and 1907 figures being \$6,977 to \$12,786, respectively. Japan still heads the list of defections, the April drop from last year being from \$17,134 to \$2,147. Belgium's falling off is from \$1,580 for April, 1906, to \$273 for April, 1907, while Italy's decrease is from \$2,336 to \$1,341.

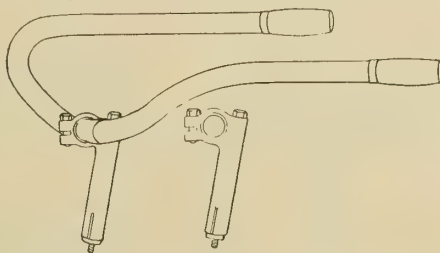
April concludes ten months of the fiscal export year, and the total showing for these ten months as compared with the corresponding ten months of last year indicates a falling off which the present growing increase will have difficulty in retrieving before the twelvemonth is up. The figures so far are \$1,130,409 in last year as against \$985,186, a net decrease of \$145,223. The Netherlands is the chief offender for the period, with a slump from \$119,699 to \$31,278. The record in detail follows:

Cycles and parts of—
Exported to—

	—April—		—Ten Months Ending April—		
	1906.	1907.	1905.	1906.	1907.
United Kingdom	19,909	39,802	174,737	169,202	243,541
Belgium	1,580	273	29,811	20,422	20,970
France	2,710	7,619	35,870	33,508	31,959
Germany	1,032	1,317	47,029	74,757	28,447
Italy	2,336	1,341	17,701	30,747	19,309
Netherlands			35,186	119,699	31,278
Other Europe	27,412	15,841	132,443	205,256	184,566
British North America.....	6,977	12,786	99,465	42,163	39,591
Mexico	7,361	6,318	40,173	71,186	79,202
Cuba	2,461	3,153	29,548	30,860	30,595
Other West Indies and Bermuda..	2,016	1,920	25,132	19,522	17,520
Argentina	688	1,769	15,584	13,315	16,203
Brazil	1,387	1,453	9,169	7,860	10,184
Other South America	1,238	1,262	14,763	14,093	17,229
Japan	17,134	2,147	203,620	162,894	113,015
British Australasia	6,021	8,187	115,048	79,828	70,716
Other Asia and Oceania	1,168	1,408	47,154	24,751	21,205
Other countries	1,365	704	8,778	10,346	9,656
Total	102,795	107,300	1,081,211	1,130,409	985,186

New Bar for Motorcycles from Boston.

To give the motorcycle rider a bar of added length and strength, the Ideal Plating Co., 3 Appleton street, Boston, has just brought out an addition to its already extensive line of bars, which is shown by the accompanying illustration. The stem of the new bar is heavier and stronger than the stems now commonly in use. It is made of drop forged steel with separate bolts to bind the bar and the expander.



The head where the bar goes through is $1\frac{1}{2}$ inches wide and the bar walls $1\frac{1}{4}$ inches thick, and the pinch bolt is very substantial. The down stem is 3 inches long. The regular stock bar has a 3-inch rise, is 24 inches wide and extends back 12 inches, giving the much desired length and leverage. It is made of 14 gauge tubing.

Keim to Increase Pedal Line.

The John R. Keim Mills, Inc., Buffalo, N. Y., has a motorcycle pedal almost ready for the market. President Lee, of the Keim Mills, promises that it will be a fit companion for the well known Genesee pedal, of which more than a million and a half have been produced and which are still being turned out in quantities that permit of quotations that are not easy to resist.

Hartford to Open in Atlanta.

The Hartford Rubber Works Co., whose tires heretofore have been handled in the South through an Atlanta jobbing house, are about to establish a branch in that city. A. W. Kirk, their Southern traveler, is completing the necessary arrangements.

SOME "KEEP WITHIN" PRECEPTS

Wisdom's Counsel for the Dealer—Concentration and Doing Are Better Than Expansion and Dreaming.

Keep within the limits of your finances. Opportunities will arise where you are promised an unusual profit by stretching your obligations beyond their legitimate sphere. The profits come, perhaps, but just a little slower than was calculated and the strain of keeping up till they arrive has ruined a business.

Keep within the limits of your enthusiasm. It is possible to breathe an air of such unbounded confidence in a line of goods that all who come in contact with you will imbibe the contagion. Such enthusiasm cannot be extended to an indefinite quantity of articles, and if the limit is not called, will flatten out and leave you a spiritless salesman without the magical force of personal belief.

Keep within the limits of your room. A stock well displayed and properly cared for is worth far more than one that must be pulled and hauled about for want of space to store it.

Keep within the limits of your demands. Don't dream that with a little extra energy you can double your sales and then order according to the dictates of your dream. Wait till the actual demand will warrant the extra order before it is given.

Keep within the limits of your credit. The man who never wants a greater amount than will be readily accorded him is in immeasurably better standing with the jobber than the one who is constantly clamoring for a little greater than should be extended to him.

Keep within the limits of justice. If you really feel yourself justifiably aggrieved, try to consider it from the other man's point of view, and, if the occasion is of enough importance, ask him to do likewise. Your own wish to do justice will appeal to his, and doubtless bring satisfaction out of a strained situation.

Keep within the limits of your own field. Because your neighbor seems to be making a little money from his line, which is a little out of yours, don't try to run him out of it and so spoil the trade for both.

Keep within the limits of your town. It may be slow and poky; liven it up a little if you can, but do not show supreme contempt for everything it contains just because you have yourself seen a little more of the world. Some of the simplest things in life are more in harmony with ourselves than more pretentious ones if we only knew enough to realize it.—Ex.

"Motorcycles and How to Manage Them." Price, 50 cents. The Bicycling World Co., 154 Nassau Street, New York City.

THAT PESSIMISTIC ASSERTION,
 "All bicycles are about the same"
 DOES NOT APPLY TO
NATIONAL BICYCLES

There are more exclusive features of merit in the Nationals than in practically all other bicycles put together.

IT'S YOUR FAULT IF YOU ARE NOT ACQUAINTED WITH THEM
 OUR CATALOG'S FREE

NATIONAL CYCLE MANUFACTURING CO.,
 BAY CITY, MICH., U. S. A.

☞ It is better to buy "the best" tire and pay slightly more for it, than to purchase a "cheap" tire and repent later. "The Best" is the most economical in the long run.

FISK TIRES

are that happy medium of lightness and strength that insures Comfort and Long Wear.

☞ With our 1907 product, the Standard of Quality as set by us is the Very Highest—and no effort will be spared by us to maintain it in every respect.

THE FISK RUBBER CO., Chicopee Falls, Mass., U. S. A.

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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, JUNE 1, 1907.

Taking Good Names in Vain.

How good names may be taken in vain was never better illustrated than by the defense set up by the so-called storage company which supplied the since rejected bicycles to the New York Police Department. The sample bicycles which were furnished were fitted with an expensive pedal made by a prominent manufacturer. On the machines actually delivered to the police were cheap jobbing pedals, costing only about one-fifth as much as the others, but when cornered, the elastic and self-styled storagemen sought refuge in the fact that the cheap pedals were "made in the — factory."

How greatly this game has been over-worked only those familiar with merchants of that peculiar class are aware. It is only occasionally that such an instance as the probing of the police deal brings the malodorous truth to light, but it serves to accentuate the fact that manufacturers producing more than one quality of goods, even if the lower quality does not bear their name, should do something to protect their own good names and to prevent the imposition of that part of the great green public which is the natural food for "sharks."

The practice of the high grade manufacturers who also make nameless jobbing bicycles and yet stamp them with a transfer making plain the source of their origin is another practice that has filled the "sharks" with glee. The number of such bicycles that have been sold at good prices as "— bicycles," or "made by the — company," or "made in the — factory" must run well into the tens of thousands. It is quite natural that many of these machines should not give the service which their ignorant buyers naturally expected of a product bearing a proud name and that the makers consequently have suffered some "slings and arrows" is as much a matter of course.

Motor Bicycles for Womankind.

The appearance on the American market of a motor bicycle for women's use is very much in the nature of an event. While there are those who may view it askant it marks a distinct movement and is certain to be followed by others.

The idea of a woman mounted on a motor driven bicycle may appear radical and may cause Mrs. Grundy to lubricate her tongue, but no comment that may arise possibly can compare with the reception that was accorded the first practicable bicycle that was designed for the use of the fair sex, which, incidentally, was of American origin and construction. At that time, the suggestion of a drop frame had not penetrated very far and the first impression that to ride a bicycle, woman must sit astride, conveyed such vivid pictures of immodesty as to be not short of horrifying. Even the most pronounced cycling enthusiast shuddered at the thought of it.

How the drop frame bicycle conquered is a matter of history. Its popularity is not likely to be paralleled by the motor propelled creation. The average woman has small fancy for things mechanical. But if ever hills and headwinds proved handicaps, they certainly handicapped the beskirted sex. It is safe to say that they had more than all else to do with her greatly diminished use of bicycles. The handicap is not one that is easily overcome. The employment of a motor is the only thing that promises relief and in the natural order of things it will be strange if something of the sort is not evolved. The bicycle itself was not perfected in a day.

If she is possessed of a husband, a brother or some other fellow's brother, a motor bicycle for woman is full of attract-

iveness. It suggests agreeable companionship far afield and with little of the waiting and walking and dawdling too often attendant on outings awheel in which man and woman join and with none of the heartbreaking exertion which hills and headwinds so frequently entail on the weaker of the pair. The woman's motor bicycle should be accepted seriously and deserves a share of the designers' thoughts.

The increase in the number of motorcycle clubs has not been followed by the activity which one would naturally expect to be the case. In fact, the motorcycle club that "does things," that is, that promotes contests, and other affairs of moment, seems to be the exception and not the rule. The situation is in striking contrast to that which prevailed in the early days of cycling. The pioneer clubs of those times were formed to "do things" and usually they did them. It may be that the license to race on the roads and hills is not as generous as was the case, but despite the fact, it does seem that there should be more motorcycle contests of the sort, to say nothing of track events and events in which speed is not the factor. It is affairs of the sort that serve to create more riders and more riders mean more members for the clubs themselves.

Even the man to whom piston displacement is merely a vexing term cannot fail to be impressed by the tabulated results of the first contest conducted on the piston displacement basis, which are printed in another column. It is full of instruction not only for the rider, but for the manufacturer, and conveys far more meaning than does the wonderfully elastic and much abused term horsepower, which the average man has prattled parrotlike for so many years. This first showing will go far to substantiate the claims that it would be better for all concerned were "horsepower" relegated to the limbo of forgotten things.

Although the swindling "subscription canvasser," F. B. Kennett or J. B. McDonald, is now safely behind the bars, the ease with which, for the better part of a year, he obtained subscription money for more than a score of periodicals, the Bicycling World among them, points to a moral that should not pass unheeded! When a stranger seeks to collect money for any purpose, he should be required to produce authority for making collections,

McFARLAND'S MANAGERIAL PLANS

Is Home Again and is Almost Certain to Reopen Vailsburg—His Record and His Opinion of Taylor.

Floyd A. McFarland, the "Grand Old Man" of the racing game, got into the big city from across the big drink late Wednesday of this week. He should have reached Hoboken, which is almost in America, on Tuesday, but the master of the Kaiser Wilhelm der Grosse didn't want to break any trans-ocean records so ran foul of a sand bar within sight of the promised land.

As soon as he landed the veteran campaigner hastened to a bank and had changed into real American money the biggest proportion of his baggage—French notes, the result of his recent campaign in foreign lands.

McFarland had been away from America about four months and during that time he has won enough gold to pay for quite a number of lobster dinners or "lobsters" meals, either for that matter. The Californian sailed for Europe soon after the conclusion of the six-day race and participated in eleven races while abroad, nine in Paris and two on German tracks. He won all but four events and in the ones that he lost it is stated that he did not get an even break on the pacing that was furnished. McFarland contracted a cold while coming over that left him with a slight abscess in the right ear; otherwise he is in condition to ride to-morrow.

It has been thought for some time that McFarland's arrival would somewhat clarify the racing situation in the East and it has had this effect, though nothing definite has been settled. However, it is safe to say, that there will be racing in Vailsburg this year, though not until late in the season. McFarland has been generally looked upon as the expected savior of the famous old Vailsburg board track. The present lease on the property has still four years to run, and as the interest had fallen off somewhat in the last year or so, due chiefly to mismanagement, it was thought that the game could be rejuvenated by McFarland's assumption of the managerial end.

On account of his indisposition McFarland has not been able to confer with the present management but will do so to-day and as it is practically understood that he can secure the track upon agreeable terms, it is not doubted but that a satisfactory agreement can be made. In fact, McFarland is confident that he will assume the management of the Vailsburg track late in the summer, and with this end in view he has arranged his plans accordingly.

McFarland stated to the Bicycling World man last night that he had secured an option on the services of several famed European cracks, although he does not

wish their names made public at this time. He has signed to ride at Salt Lake, together with Lawson and Kramer, and will fulfill his contract there before returning East, should the expected deal be consummated. If the conference that is to be held to-day turns out successfully McFarland expects to come East in August and will open the New Jersey track on Labor Day. In the meantime it is expected that several meets will be held on the Vails-



FLOYD A. McFARLAND
As Seen by a Famous French Delineator

burg track and an effort will be made to put on a good card on July 4th.

Regarding conditions in Europe McFarland stated that the racing game was never better than at the present time. The majority of American riders there are making money, he stated. He is of the opinion that "Major" Taylor will yet show his heels to the best of them.

L. A. W. Makes Several Vital Changes.

The annual meeting of the National Assembly, L. A. W., was held at L. A. W. headquarters in Boston, yesterday, May 31. The president, Wm. B. Everett, presided.

The secretary-treasurer reported the membership to be 1,837. The auditor's report showed a good balance in the treasury and all bills paid.

Important changes were made in the constitution, which changes are to be ratified by the members of the Assembly voting by mail. These changes call for the election of national officers by a mail vote of the Assembly, the change of date for the Assembly from May to September, and other minor changes.

The following officers were elected for the ensuing year: President, William B. Everett, Boston; first vice-president, Nel-

COMING EVENTS

June 8, 9, St. Louis, Mo.—St. Louis Cycling Club's annual Pike county tour.

June 22, Providence, R. I.—Providence Motorcycle Club's track meet; open.

June 30, July 4 and 7, Paris—World's championships.

July 4, Atlantic City, N. J.—Atlantic City Wheelmen's 25-mile handicap road race; open.

July 29, Boston, Mass.—League of American Wheelmen's reunion.

July 30-31, New York City—Federation of American Motorcyclists' national endurance contest, New York to Providence, R. I.; open.

Aug. 1, 2, 3, 4, Providence, R. I.—Federation of American Motorcyclists' national meet.

Aug. 8, 9, and 10, Atlantic City, N. J.—Midsummer meeting of Cycle Manufacturers' Association and Cycle Parts and Accessories Association.

son H. Gibbs, Providence, R. I.; second vice-president, Edward F. Hill, Peekskill, N. Y. The veteran, Abbot Bassett, of course, retains the dual office of secretary-treasurer.

The change in date of the Assembly was made to accommodate many who will take in the Assembly meeting and the Wheel Around the Hub in one trip to Boston.

How Indianapolis's Cops Use Bicycles.

The Indianapolis bicycle police squad is credited with making more arrests than any other branch of that city's bluecoats. They are not mere scorcher chasers, either. The force has two automobiles, but the swift and silent bicycles do more work, as indicated by the desk sergeant's blotter. The bicycle squad at present consists of ten men, and will probably be increased still more. Four of them are on duty at all times, with two extras from noon till midnight, and they answer hundreds of calls every month. A call sent to headquarters is answered by a pair of wheelmen at top speed, and with Indianapolis's fine system of avenues radiating from the center of the city, there is hardly any spot that cannot be reached within five minutes. The system is especially efficacious in running down burglars and night prowlers. All of Indianapolis's detectives are now chosen from men who have made good records in the bicycle squad.

Providence Chooses Three Championships.

The three national championships that will be decided at the annual meet of the F. A. M. in Providence, R. I., Aug. 1 and 2, will be the one, two and ten mile events, the Providence Motorcycle Club having made those selections. This will leave the five miles and the one-hour championships open for other bidders.

GREAT GOING UP MANHASSETT

Mile a Minute Speed Closely Approached

—Curtiss Takes Two Firsts—Piston

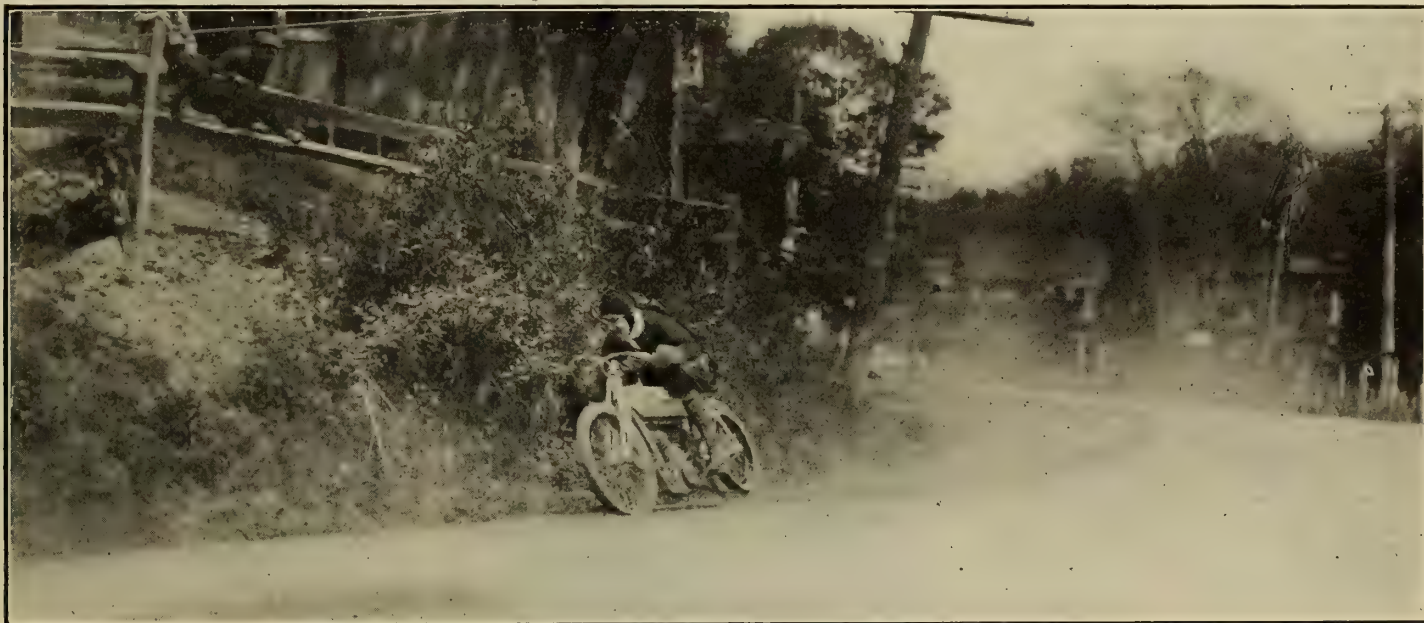
Displacement Plan Tried Out.

Hill climbing contests of whatever sort scarcely can be classed as exciting events. There is little, if anything, in the spectacle of one man flying around a track or up a hill that is calculated to make the blood tingle.

Possibly the nearest approach to excitement was afforded by the open contest con-

with rich food for reflection. It was not only the first occasion on which foreign machines figured numerous, but it was the first in which "doubles" were conspicuous and more than all, it marked the first step toward breaking away from the slavish term "horsepower," which means little or much, according to the fancy of individual manufacturers. "Horsepower" cut no figure in the contest. Instead, four classes had been arranged, each graduated by the number of cubic inches displaced by the piston—a basis that is inflexible and that does not permit play for manufacturers' imaginations or differences in methods of calculating. The minimum weight of rid-

honor. Kellogg, on a 17.80 Indian, with its roller drive, won Class I, for machines with motors not displacing to exceed 21.20 cubic inches, equivalent to 3 inches stroke and 3 inches bore, and ran second in each of the other three classes. Cook, riding a powerful 33.50 single cylinder Curtiss, captured Class II, for motors not exceeding 33.67 cubic inches, equal to $3\frac{1}{2}$ by $3\frac{1}{2}$ inches, while Curtiss himself, riding one of his big 61 "doubles" accounted for classes III—not exceeding 61 cubic inches ($3\frac{3}{4}$ by $3\frac{3}{4}$)—and IV, the free for all. They constitute a trio of dashing, daring riders, who, well mounted, knew how to handle their mounts to best advantage, although



TYPICAL VIEW OF THE CONTEST—CHAPPLE SWINGING AROUND THE UPPER TURN

ducted under the joint auspices of the New York Motorcycle Club and the Brooklyn Motorcycle Club on the rather famous three-fourths of a mile hill at Manhasset, L. I., on May 30th. The lower and steepest part of the hill describes almost perfect S curves and the way most of the men on the more powerful machines negotiated those curves made the spectators' hair stand for at least a brief part of a second. Although skidding was frequent, but two men fell during the day—Stanley T. Kellogg and Howard K. Wray. Both escaped injury, but Wray's machine was so put out of commission that he could not compete in the free for all class. Wray, incidentally, was in hard luck generally. The night before his racing machine had been stolen from the barn in which it had been locked. Twenty other motorcycles were there, but Wray's was the only one taken.

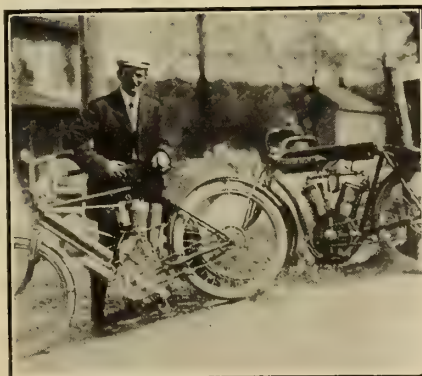
Because there was no "whirlwinds of applause," does not imply, however, that the affair was uninteresting. For as a matter of fact, it held more interest than any previous contest of the sort conducted in this country and the table of results is one that holds literally a feast for the enthusiast and mechanical expert. It supplies them

ers had been placed at 135 pounds; the few who weighed less carried bird shot as "ballast." Aside from weight and classification, the only other restriction was the prohibition of auxiliary exhaust ports in all save the free for all class.

The story of the day is told in a very few words. Glen H. Curtiss, of Hammondsport, N. Y., Albert Cook, of the same place, and dapper little Stanley T. Kellogg, of Springfield, Mass., divided the

when Kellogg switched onto the enormous double barreled direct geared Indian in the free for all, he seemed to be off the ground most of the time, while Curtiss was able to lay close to his work and come as straight as a rocket. With the big machines it was necessary for the riders to cut off power on the S curves and to fairly coast up the steepest part of the grade, which was between 9 and 11 per cent. The fastest ascent—55 seconds—was made by Curtiss in Class III. On the same machine but with auxiliary ports open he did $56\frac{2}{3}$ in the free for all, in which class Cook, with the ports uncovered on his big single, cut $1\frac{1}{2}$ seconds from his record in Class II.

The skill and the daring was not limited to the three winners, however. There was call for both of those qualities on the part of all who took the turns on multi-cylinder machines, and Cook's single was so powerful that he did not hesitate to pit it against the "twins" in the every class; he ranks close to Curtiss as a dashing rider. M. E. Toepel, the wonderful one-armed captain of the New York Motorcycle Club, however, "gave points" to some of his more fortunate brothers so far as real skill is concerned. Only recently he changed



STANLEY T. KELLOGG
With the Little Indian and the "Heap Big" One



THE STARTING POINT



HALF WAY UP MANHASSETT

Class I. Limited to Machines of 21.20 cu. in. or Less Displacement.

Rider's Name.	Residence.	Machine.	Nominal h. p.	No. Cyls.	Bore. in.	Stroke. in.	Displacement cu. in.	Rider's wt.	Time. m. s.
Stanley T. Kellogg	Springfield, Mass.	Indian	2½	1	2.625	3.250	17.80	135	1.14½
Percy A. Drummond	Newark, N. J.	Indian	1¾	1	2.594	3.000	15.85	135	1.15½
B. S. Barrows	Springfield, Mass.	Indian	1¾	1	2.594	3.000	15.85	156	1.19½
Geo. N. Holden	Springfield, Mass.	Indian	1¾	1	2.594	3.000	15.85	136	1.21½
F. A. Baker	New York	Indian	2½	1	2.625	3.250	17.80	150	1.26½
E. C. Allen	New York	Indian	1¾	1	2.594	3.000	15.85	142	1.27
R. R. Starkweather	Brooklyn	R-S	2½	1	2.625	3.250	17.80	135	1.31
J. Pfozter	Brooklyn	Indian	1¾	1	2.594	3.000	15.85	135	1.31½
Geo. Blendermann	Brooklyn	R-S	2½	1	2.625	3.250	17.80	145	1.33½
A. D. Cardwell	New York	R-S	2½	1	2.625	2.250	17.80	152	1.35
John A. Morino	New York	R-S	2½	1	2.625	3.250	17.80	160	1.55
Alfred Dreyden	New York	Griffon	2¾	1	2.953	3.228	22.10	145	2.46
Frank E. Dalton	New York	Yale-California	2	1	2.750	3.000	17.90	150	2.49
W. P. Tucker	New York	Indian	2½	1	2.625	3.250	17.80	145	....
F. Duffey	New York	R-S	2½	1	2.625	3.250	17.80	140	....

Class II. Limited to Machines of 33.67 cu. in. or Less Displacement.

Rider's Name.	Residence.	Machine.	Nominal h. p.	No. Cyls.	Bore. in.	Stroke. in.	Displacement cu. in.	Rider's wt.	Time. m. s.
Albert Cook	Hammondsport, N. Y.	Curtiss	2½	1	3.625	3.250	33.50	157	1.04½
Stanley T. Kellogg	Springfield, Mass.	Indian	2½	1	2.625	3.250	17.80	135	1.17
F. V. Littlefield	New York	F. N.	4½	4	1.890	2.244	27.70	135	1.17½
Geo. N. Holden	Springfield, Mass.	Indian	1¾	1	2.594	3.000	15.85	136	1.18
R. R. Starkweather	Brooklyn, N. Y.	R-S	3	1	2.938	3.250	22.00	135	1.19½
H. A. Glieman	New York	Curtiss	2½	1	3.250	3.250	27.10	145	1.20½
Lewis Sniffen	New York	M-M	3¾	1	3.250	3.750	31.10	150	1.22
L. Pfeuffer	Brooklyn, N. Y.	M-M	3¾	1	3.250	3.750	31.10	135	1.24½
Louis P. Fosnot	Reading, Pa.	R-S	3	2	2.938	3.250	21.09	135	1.28½
Louis Decker	Brooklyn, N. Y.	Peugeot	3½	1	3.000	3.750	26.70	165	1.31
E. L. Ovington	New York	F. N.	4½	4	1.890	2.244	27.70	165	1.34½
D. Dessau	New York	F. N.	4½	4	1.890	2.244	27.70	150	2.02

Class III. Limited to Machines of 61 cu. in. or Less Displacement.

Rider's Name.	Residence.	Machine.	Nominal h. p.	No. Cyls.	Bore. in.	Stroke. in.	Displacement cu. in.	Rider's wt.	Time. m. s.
G. H. Curtiss	Hammondsport, N. Y.	Curtiss	5	2	3.375	3.375	61.00	147	0.55
Stanley T. Kellogg	Springfield, Mass.	Indian	4	2	2.625	3.250	35.60	135	0.59½
Percy Drummond	Newark, N. J.	Indian	4	2	2.625	3.250	35.60	135	1.01½
J. P. Bruyere	Passaic, N. J.	Peugeot	7	2	3.140	3.875	60.75	185	1.09½
Arthur G. Chapple	New York	Vindex	5	2	2.953	2.953	40.40	153	1.12½
Russell Smith	New York	Peugeot	5	2	2.953	2.992	40.00	135	1.14½
C. H. Stein	New York	Curtiss	5	2	3.250	3.250	54.20	145	1.17½
Mich. E. Toepel	New York	Indian	4	2	2.625	3.250	35.60	150	1.20½
Dwight Patterson	New York	Curtiss	5	2	3.250	3.000	49.75	183	1.30
G. F. Dumas	New York	Curtiss	5	2	3.250	3.250	54.20	160	....
Howard K. Wray	Brooklyn	Peugeot	7	2	2.140	3.875	60.75	135	....

Class IV. Free-for-All, Five to Enter, Three to Start.

Rider's Name.	Residence.	Machine.	Nominal h. p.	No. Cyls.	Bore. in.	Stroke. in.	Displacement cu. in.	Rider's wt.	Time. m. s.
G. H. Curtiss	Hammondsport, N. Y.	Curtiss	5	2	3.375	3.375	61.00	147	0.56½
Stanley T. Kellogg	Springfield, Mass.	Indian	4	2	2.625	3.250	*70.00	135	0.58½
Albert Cook	Hammondsport, N. Y.	Curtiss	2½	1	3.625	3.250	33.50	157	1.03
J. P. Bruyere	Passaic, N. J.	Peugeot	7	2	3.140	3.875	60.75	185	1.10½
G. J. Dumas	New York	Curtiss	5	2	3.250	3.250	54.20	160	1.30

*Estimated.



NEARING THE FINISH LINE

BARROWS ROUNDING THE S CURVE

from a single to a double Indian, but he handles the latter with the same remarkable dexterity that he handled the smaller and simpler machine. He started in Class III and made the flight around the S and up the hill in 1:20—better time than was made by many of the two-armed men. There was the usual diversity of costume, but one man, Arthur G. Chapple, who rode the big white English Vindex, looking the part of the real racing man. Chapple was rigged for the occasion, even to the skull protecting helmet with protruding ear protectors. One "gentleman of color," Alfred Drayden, made his debut in motorcycle competition. He did not seem able to go fast enough to keep warm, and was just about able to reach the top of the hill. A weak battery, a broken grip control and a fall accounted for the few "also rans." A crowd of fair proportions witnessed the sport, of the number being eight members of the Springfield Motorcycle Club, who came 150 miles over the road to see Barrows and Holden compete, and though the pair rode the smallest machines in the contest, their fellows had the satisfaction of seeing them finish well up in and out of their class.

Details of motorcycle hill climbing contests are told, however, not by words, but by figures. The complete story of Thursday's contest is, therefore, made plain by the accompanying tables.

Cox Goes up Hill Under Protest.

Peter Cox, of New Haven, Conn., finished first in the motorcycle event which formed a part of the hill climbing contest held by the Automobile Club of Bridgeport, Conn., but Cox had his labor for his pains. The event had been sanctioned by the F. A. M., which had suspended the New Haven chap but his father has set up the wonderful novel plea that he and not any organization is the guardian of his son, and Cox, assisted by his brother, J. F., created a cry that in-



ROLAND DOUGLASS
Who Refereed the Manhasset Climb

duced the referee to permit them to ride under protest, the prize being withheld. There is no doubt, however, that it will be ordered delivered to C. Edward Clark, Bridgeport, (5 horsepower Curtiss), who finished second in 1:31½; E. L. Johnson, New Haven (4 horsepower Indian), was third. Cox, who rode an Indian, made the ascent in 1:30. J. F. Cox did 1:40.

Second Offenders Get One Year.

There are fourteen young men residing in and around New York City who probably will have cause to wish they "hadn't." That

is, they are likely to wish they had not competed in unsanctioned road races twice in succession, once after having been suspended by the National Cycling Association for that very offense. For as a result of the second violation the Board of Control of the governing body has given them a bitter dose of the same medicine, by suspending them for one year from May 30th. As this disqualification carries with it the same penalty in all sports governing bodies both in America and abroad, these second offenders will be practically and effectually shelved for at least one year. Chairman Kelsey, of the N. C. A. emphatically states that under no consideration will these men be allowed to compete in any events sanctioned by the National Cycling Association or its allies. This suspension also closes to them club competition as well.

These are the names of the suspended riders: Peter J. Baum, Carl F. Ericson, Franklin Fisher, George Kovarick, E. G. Grupe, D. R. Miller, Fred H. Peterson, Walter Raleigh, A. E. Rhodes, E. H. Snell, Peter Smith, Louis J. Weintz, Fred T. Wanner and A. R. Wilcox.

Wants to Merge with F. A. M.

The "National Association of Motorcyclists," which was "organized" by a disgruntled motorcycle manufacturer by the simple process of printing that title on a letter head, has expressed a desire to merge with the Federation of American Motorcyclists. Resolutions requesting the F. A. M. to appoint a committee to discuss the subject have been forwarded the Secretary Wehman, of the F. A. M.

Motorcycle Cops Postpone Race Meet.

The race meet between the motorcycle members of the New York police force which was to have occurred on May 30th, was postponed until this afternoon.

TAYLOR TAKES THREE TRIMMINGS

Showing Better Right Along, However—
Bedell and Fogler Score and Other
Americans Show Form.

"Major" Taylor, the rejuvenated negro crack, has received three additional trouncings since his first beating at the hands of Poulain, but as he is showing better each successive week, it is the opinion of the majority of racing men that Taylor will, in a few weeks, be as good, if not better, than he ever was. Taylor's second defeat was at the Velodrome d'Hiver, Paris, on the 17th ult., when he bowed before two champions—Thorwald Ellegaard, of the world, and Emil Friol, of France. His third defeat was on the 20th, when he met Friol, Ellegaard and Poulain.

On account of rain the meet on the 17th was held in the winter track, which is covered, and several thousand spectators were attracted to the velodrome by the international match, in three heats, on the point system. The first heat was the closest, Friol winning by a half length, while Taylor and Ellegaard fought for second place, the negro getting the decision by the width of a tire. Ellegaard won the second heat from Friol by two lengths and Taylor finished one length behind the French champion. The third and final heat resulted in a victory for the Dane who reached the tape a half lap in advance of the American, while Friol trained by a quarter of a length. The classification by points gave Ellegaard the victory with 5 points, Friol second with six and Taylor last with seven.

Floyd McFarland rode one of his farewell matches in a 30 kilometre paced race against Parent and Quessard. The veteran American campaigner won from Parent by a little more than a hundred yards. Time, 25:12½. Oscar Schwab, in company with Goven, rode very well in the two mile tandem race and had an advantage of five laps over their runnersup.

Charley Van den Born is again champion of Belgium, winning for the second successive time, the championship of that country at Brussels on May 12. He also won in a two heat match against Heller and Treib.

Joe Fogler defeated Hedspeth in the international scratch at Tarbes, France, on May 16th, local riders getting third and fourth money. Hedspeth was defeated in his match against Fournos, who had just been given some lessons in trick riding by Walter Rutt.

W. Pedlar Palmer, one of the few crack riders left in Australia, has been disqualified for three months for alleged throwing of a rider in the Druids' meet on Easter Sunday. Palmer finished second in the big race, but interfered with another rider and

caused him to fall. For this the League has set him down for three months.

The first annual road race from Paris to Dieppe, a distance of 156 kilometres, was decided May 19th. Lignon, who recently finished second in the 100 miles road championship of France won in 5 hours 1 minute. The position of the other leaders at the finish was: 2, Trousselier; 3, Ricaux; 4, A. Pottier; 5, Privat; 6, Pautrat. Petit-Breton finished tenth and Tommy Hall retired after a fall near Gisros.

J. T. Halligan, who went to France some time ago, made his debut at Nancy on the 19th ult., but he did not make expenses. The final heat of the international scratch race went to Floyd Krebs, who accompanied Halligan across the pond. Broka ran second. On the following day Krebs was beaten by Broka. On the same day at Laval Oscar Schwab got the money in the scratch race and with Maurier finished second in the tandem race.

Taylor's next appearance was on the Parc des Princes track at Paris on May 20th, when he lined up against Friol, Ellegaard and Poulain in three heats. Friol finished first in the first heat, Ellegaard was second by a wheel and Taylor third by a length. Poulain sat up. Ellegaard beat Friol by two inches in the second heat and Poulain by a length, with Taylor a foot behind. Friol won the last easily and Ellegaard finished one length in front of Taylor. The classification by points: 1, Friol, 4 points; 2, Ellegaard, 5 points; 3, Taylor, 10 points; 4, Poulain, 11 points.

Menus Bedell won a brilliant victory in the paced events and proved that he will probably be the American rider to succeed to Walthour's glory. The better looking of the Long Island brothers rode a fine race from the start to the finish and got two victories, in the 20 and in the 30 kilometre paced events. In the first heat the order of finish was: 1, Menus Bedell; 2, Bardonneau; 3, Dussot; 4, Lorgeou; 5, Chevalier; 6, Parent. Time, 16:21½. In the second heat the order of finish was the same and the distance was covered in 24:58½. Henri Mayer captured the international scratch from Combes, Schilling and Vanden Born.

Taylor's latest defeat was at the Velodrome d'Hiver, Paris, on May 23d, when he was beaten by Jacquelin, another rejuvenated former crack. The first heat went for 1,000 metres, which the American negro won by one length in 2:13¾. In the second heat Jacquelin got the jump and although Taylor came back magnificently he was beaten at the ribbon by only the width of a tire, practically a dead heat. The last heat was almost a quarter of a wheel, seven inches. Floyd Krebs, John Bedell, Oscar Schwab and Woody Hedspeth were the Americans that competed in the one-third mile handicap. Krebs won his heat from 15 yards, while John Bedell, who was on 10 yards, finished second in his heat; Hedspeth was in the same heat

but was unplaced, while Schwab got the same dose in the next heat. The final went to Michaud, with Martin second. Krebs was the only American to finish and he got sixth. Both Schwab and Krebs showed up well in the ten mile invitation. Poulain won the event by beating Schwab by two lengths, while Krebs finished strong third by one wheel. John Bedell was sixth. Passerieu broke the ten kilometre record formerly held by Darragon in his match race against Seigneur. The time was 11:50.

Emil Friol is the three times sprint champion of France, and Louis Darragon retains his title French champion pace follower. Both won their titles at the annual championships, which were decided on the Velodrome du Parc des Princes, Paris, on May 12th. The sprint championship was the 29th annual race, Friol having been the victor in 1904 and 1906. By winning the paced championship of France for the second successive time, Darragon places himself in a distinctive class of pace followers. Nearly 25,000 people saw the races.

The 100 kilometre paced championship was the twenty-third running of this annual event and Darragon, Dussot, Bardonneau, Parent, and Lorgeou contested the honor. The start was made without incident and ten kilometres saw Darragon in front, and within two-fifths of a second within the record for the track, and one lap in front of Dussot. Twenty kilometres were covered in 15:45!, a new local record, and shortly before passing the post the champion scored his second lap on Dussot. From then on Darragon rode superbly and was never in danger of being headed, ultimately winning over Dussot by seven laps. Bardonneau, former amateur champion and amateur hour record holder, finished third, with a loss of nine laps, and Parent lost 17 laps.

The sprint race was decided by five trial heats of 666 metres each, and the final went for 1,333 metres. Friol won the first heat, Poulain the second, and Dupre the third. The other trials were captured by Delage and Ducasse. The real fight in the final heat developed between Poulain and Friol as was to be expected, and Friol won his victory over the former world's champion only by the hardest kind of work, getting the decision at the ribbon by less than a length, with Delage only a half wheel behind. Ducasse was third.

All the local records were broken by Darragon, as follows: 30 kil., 23:32½; 40 kil., 31:21; 50 kil., 39:12½; 60 kil., 47:22; 70 kil., 55:48; 80 kil., 1:04:18. After that point Darragon slowed and did not break his record of 100 kilometres. He created new distances for the half hour and the hour, respectively, as follows: 38 kil., 300 and 75 kil. These are French records, however.

"Motorcycles and How to Manage Them." Price, 50 cents. The Bicycling World Co., 154 Nassau Street, New York City.

DETROIT'S BELLE ISLE HANDICAP

Seven Minute Man Gets First—Blum Beats a Professional for Time Prize—
The Summary.

Joe McNeil, riding with a handicap of seven minutes, won the big annual 25 mile Belle Isle road race of the Detroit Wheelmen on Decoration Day, this year run under sanction of the National Cycling Association. William "Farmer" Blum, of Chicago, from scratch, captured first time prize, a \$400 piano, and established a record for the distance, 1 hour 8 minutes 30 $\frac{1}{2}$ seconds. Blum's time will therefore go on the books as a record, although it is not the best time that has been made over the famous Belle Isle course. McNeil's victory for the third successive time brought honor to Detroit. In fact Detroit riders did most of the winning in the way of finishing, taking the first sixteen place prizes.

The race was marred by only one thing, the appearance of George Wiley, the Syracuse professional. Wiley competed in the last six day race, of which fact the Detroit Wheelmen may have or may not have been cognizant. In any event Wiley must have falsified his entry blank in order to enter the race and it is more than probable that he will be severely dealt with by the National Cycling Association, as this is not his first offense of this kind. In fact, Wiley attempted to enter the Cleveland races but the officials there "spotted" him in time to say "Nay."

Notwithstanding, the fight between Blum and Wiley was the feature of the race. They had been hitting it up together for the five laps, neither being able to shake the other off, and they had just begun to unwind a finishing sprint a hundred yards from the tape, when the spectators crowded. A small boy stepped directly in front of Wiley and the rider's bars and the inquisitive small boy's stomach met. Wiley, of course, fell and the boy was rendered unconscious. Louis Procknow, the Detroit rider, who was placed with the two crack scratch men, did not finish. The other riders crowded him while crossing a bridge, and Procknow, to avoid injury had to ride off the course, which threw him out of stride. When he recovered Wiley and Blum were some distance ahead, so he decided to quite.

McNeil was forced to his very best to land first place prize by William Clark, another Detroit rider, starting from the same mark. McNeil just won out in a terrific sprint by one-fifth of a second. McNeil covered the course in 1:11:15. All the time winners were out of town riders. Blum got first, Wiley was given second, but he may have to give it up, and Fred McCarthy, of Stratford, Ontario, was third. H. J. McDonald and W. E. Andrews of Toronto; H. Bigelow, of Chicago, and David Ezerman,

of Mitchell, Ontario, were among the time winners.

Out of the eight men that started with the seven minute bunch, seven finished in the prize list. In all just 62 riders started in the race, and out of these 40 finished, with but 30 taking prizes, 10 of the riders being disqualified for taking pace from motorcycles. The crowd was one of the largest ever seen on the island, and although the police were out in full force, they were unable to cope with the crowds. The course was in fine condition, with the exception of a small stretch on the American side of the island.

The prize list was exceptionally large and valuable. Blum had the first pick and naturally took the piano. McNeil selected a nickel plated Pierce racer, and Wiley was allowed to take the Columbia. Clark took a National, McCarthy a Racycle, Kirk a Reading Standard, Debout a Hudson, Hackett, a Dayton, Boswell a Yale, Lenroff a Cleveland, and Lahue a Union Jack. The other 20 winners got prizes in the way of sundries and accessories. The summary:

Name.	Residence.	Hdcp.	Time.
Joe McNeil, Detroit	7	1:11:15
Wm. Clark, Detroit	7	1:11:15 $\frac{1}{2}$
Fred Kirk, Detroit	10	1:14:15
Edwin Debout, Detroit	10	1:14:15 $\frac{1}{2}$
Wm. Hackett, Detroit	10	1:14:15 $\frac{1}{2}$
Alfred Boswell, Detroit	9	1:13:15
Louis Lenhoff, Detroit	10	1:15:00
Harvey Lahue, Detroit	9	1:15:20
Frank Leeske, Detroit	10	1:16:35
Arthur Sokoll, Detroit	7	1:16:45
Hugh Robb, Detroit	7	1:13:45
Ben Heidecke, Detroit	9	1:15:45
Wilson Koch, Detroit	7	1:14:00
Fred Bagnall, Detroit	7	1:14:30
George Annis, Detroit	8	1:15:40
Bob Roeder, Detroit	6	1:13:45
F. McCarthy, Stratford, Ont.	1	1:09:30
Wm. Blum, Chicago	Sc.	1:08:30 $\frac{1}{2}$
H. J. McDonald, Toronto	1	1:09:30 $\frac{1}{2}$
W. E. Andrews, Toronto	2	1:10:30
Wm. Morton, Toronto	5	1:13:30
H. Bigelow, Chicago	1	1:09:30 $\frac{1}{2}$
Wm. Anderson, Toronto	2	1:10:31
Geo. Wiley, Syracuse	Sc.	1:08:50
A. Peterson, Chicago	4	1:13:31
D. Ezerman, Mitchell, Ont.	1	1:11:00
Leo Gerhardt, Detroit	10	1:21:05
J. E. Padfield, Detroit	7	1:19:15
W. DeKay, Detroit	9	1:25:00
C. H. Frazard, Detroit	9	1:28:00

Simple though the remedy may be, it probably has seldom occurred to the average rider who has been plagued with a pocket oil can that leaked, that the trouble could have been stopped by coating the can with ordinary frame enamel. This of course applies to those flat contrivances which are designed to go in the vest pocket. A similar palliative applied to a leaky fuel tank may sometimes prove worth considerably more than the time and trouble it costs.

A British physician who has just completed his twenty-fourth year of cycling, boasts that during that period he has stuck to the tricycle exclusively. More than that, he has contrived to roll off 166,182 miles to his credit, and is justly proud of the record.

CLEVELAND'S "REVIVAL" RACE

Thousands See Decoration Day Event—
Forty-seven Starters—Stewart Gets First, and Shafer Time.

That Cleveland has not lost its interest in bicycle road racing was forcibly demonstrated Decoration Day morning, when several thousand persons bolted an early breakfast and trekked to Rockefeller boulevard to witness the first road race held in the Forest City in six years. The distance of the race was ten miles. Roland Stewart, a sixteen year old messenger boy, riding with three minutes' handicap, won the race in good style. Stewart's time was 26 minutes 35 seconds. Henry Shafer, of Dunkirk, N. Y., captured the time prize from scratch and established a record—24:05—for the distance, as the race was held under sanction of the National Cycling Association.

The race proved one important fact to the Cleveland dealers, who all combined to make the event one to be remembered, and that is that bicycle road racing can be made a very live issue in Cleveland. All of the old-time rampant enthusiasm was manifested and the several thousand spectators at the finish howled delightedly when Stewart crossed the line first. The race attracted 47 starters, from Cleveland and Richmond, Ohio, and a large delegation from Syracuse and Dunkirk, N. Y.

George Wiley, the Syracuse messenger boy who rode in the last six-day race, had the gigantic nerve to send his entry in, but Wiley will have to get up earlier in the morning to hoodwink George Collister, who managed the race. Collister reads the *Bicycling World* and therefore knew that Wiley is an out and out professional. Wiley should be given a good dose of bitter medicine by the National Cycling Association for he has jeopardized several amateurs by riding against them while they, ignorant of the rules of amateurism, believed they were doing no wrong by entering into competition against Wiley. Two of these riders who rode against Wiley in a Syracuse six day race won prizes at Cleveland. They were J. Ginnan and Tony May.

Of the forty-seven starters all but six finished the race. There were no less than 47 prizes so that every one that finished got something. From first to ninth place the riders were given bicycles and the first two time prize winners also got racing bicycles. The finish between the Schaefer brothers of Dunkirk was particularly close, Henry winning out by less than a length. Incidentally, it might be remarked that the senders of special delivery letters to Cleveland can look for the prompt delivery of their mail hereafter for the first three fin-

ishers are messenger boys, and each received a brand new machine. The summary:

Pos.	Name	City	Hdp.	Actual Time
1	R. Stewart	Cleveland	3.00	25.35
2	J. A. McGrath	Cleveland	2.30	26.10
3	W. J. Mahoney	Cleveland	3.00	26.41
4	H. Shafer	Dunkirk	Scr	24.05
5	C. Shafer	Dunkirk	Scr	24.05
6	H. Albright	Cleveland	3.00	24.05
7	J. Ginnan	Syracuse	1.00	24.05
8	Tony May	Syracuse	3.00	24.36
9	A. Hempfing	Cleveland	2.30	26.36
10	L. C. Daking	Cleveland	2.00	26.46
11	George Heppes	Cleveland	Scr	24.50
12	M. A. Philips	Cleveland	3.00	27.52
13	Ernest A. King	Syracuse	3.00	25.00
14	R. W. Black	Cleveland	4.00	29.30
15	Tom Durning	Cleveland	3.00	28.46
16	H. C. Bassett	Cleveland	1.00	29.00
17	F. E. Krum	Cleveland	Scr	26.04
18	Howard Garvin	Cleveland	4.00	30.18
19	G. J. Rohr	Dunkirk	3.00	26.48
20	W. J. Vaelker	Cleveland	2.30	28.50
21	F. Kopowsky	Cleveland	2.00	28.22
22	R. Johnson	Cleveland	3.00	29.23
23	Edward Niggle	Cleveland	2.00	28.43
24	Ralph Ringle	Cleveland	1.30	28.37
25	Fred D. Loeb	Cleveland	2.00	29.14
26	H. Pasini	Cleveland	3.00	26.16
27	Henry Mueller	Cleveland	3.00	28.22
28	G. C. Mohr	Cleveland	2.00	27.24
29	Gus Konerim	Cleveland	2.00	27.34
30	C. Gerstenberger	Cleveland	4.00	31.37
31	W. C. Godfrey	Cleveland	3.00	30.45
32	J. A. Grover	Cleveland	2.00	29.46
33	J. A. Berwald	Cleveland	2.30	29.15
34	F. Chubahn	Cleveland	2.30	29.16
35	Frank Tisler	Cleveland	1.30	28.36
36	J. J. Jewell	Cleveland	1.00	29.10
37	Ferd. Luywig	Cleveland	4.00	32.53
38	O. Haven	Wickliffe, O.	3.00	29.29
39	Chas. Jackareus	Cleveland	2.00	32.15
40	W. C. Mahon	Cleveland	1.00	30.16
41	Geo. Lescomb	Cleveland	Scr	29.17

Eifler Leads for Valiant Medal.

Joseph M. Eifler, of the Century Road Club Association, now leads in the contest for the diamond-studded Valiant Scratch Point Medal, to be awarded to the scratch man scoring the most points in open handicap road races sanctioned by the National Cycling Association during the present season. Eifler has nine points and the second man is his brother, Frank W. Eifler, with eight points. The Decoration Day races have created more interest in the contest and the standing now is as follows: 1, J. M. Eifler, C. R. C. A., 9 points; 2, F. W. Eifler, C. R. C. A., 8 points; 3, C. A. Sherwood, N. Y. A. C., Henry Schaefer, Dunkirk, N. Y., and William F. Blum, Chicago, tied with 5 points; 4, Henry Vanden Dries, New York City, Charles Van Doren, Atlantic City Wheelmen, and C. Schaefer, Dunkirk, N. Y., tied with 3 points; 5, Thomas Smith, National Turner Wheelmen, and George Heppes, Cleveland, tied with 2 points; and 6, W. R. Stroud, Stroud Wheelmen, and F. E. Crum, Cleveland, tied with 1 point.

The Book for Motorcyclists.

If you are interested in Motorcycles, "Motorcycles and How to Manage Them" is the very book you need. Price, 50 cents. The Bicycling World Co., 154 Nassau St., New York.

WRAY WINS AT WILKES-BARRE

Takes the Free-for-All and Establishes Record for the Mountain—Faster Than the Automobiles.

Up a tortuous mountain road, that rises 690 feet in a mile, and with a gradient of from 10 to 20.2 per cent., at the rate of 60 feet per second or at an average of 40.9 miles an hour is a feat of no small dimensions, however accomplished. Made by an automobile it would be considered wonderful, but when accomplished by a man on a motorcycle it is even more to be marveled at. This was the performance of William H. Wray at Wilkes-Barre, Pa., on Decoration Day. Wray won the free-for-



WILLIAM H. WRAY

all event for motorcycles in connection with the second annual hill climbing contest arranged by the Wilkes-Barre Automobile Club, and besides, established a record for the course, that was not approached by racing automobiles, but as is always the case when motor cars and motorcycles mix, he received scant credit for his feat in the public prints. Wray's time for the distance, 6,000 feet, was 1 minute 40 seconds. The next best time of the day was made by a big automobile in 1:49½.

Wilkes-Barre Mountain, or "Giant's Despair," as it has been more appropriately named is not what would be termed an ideal hill climbing course, it is far too strenuous to be ideal. The course has four bad turns on it. The road is exactly 6,000 feet in length and in that distance rises to a height of 690.6 feet. It is impossible to tell how many spectators lined the course; there must have been more than 50,000.

The motorcycle event was the first to be run although it was delayed because Oscar Hedstrom refused to pay his registration fee until he learned that he would not be

allowed to compete unless he did so. He submitted finally when the referee sent word that he would have to make way for the next man unless he registered and otherwise conformed to the rules of the Federation of American Motorcyclists, thus emphasizing the force of the alliance with the American Automobile Association.

There were five starters in the event. The first to be sent up was George W. Sherman, of Springfield, Mass., on a two-cylinder Indian. Sherman, who carried No. 23 on his back, got off well and reached the summit in 2:24½. Then Hedstrom, on a gigantic 12 horsepower Indian, was given the word. He appeared to be going fast, but his front cylinder was afterwards reported as working poorly. His time was announced as 2:54, although several reports gave it as 2:01. He found fault with the timing but his plea for a second trial was refused. Wray, with his 14 horsepower racing Simplex-Peugeot—the same which he used in the Ormond Beach speed carnival—was the third starter, and the crowd cheered him as he flashed by the starting line, for they had seen him make some marvelous fast flights in practice and consequently expected great things of him. The Brooklyn man did not disappoint the spectators. His flight best may be described as meteoric, for he streaked up the sharp incline like unleashed lightning. The spectators expected to see him dashed to pieces on the turns but he negotiated them safely and reached the tape in 1:40, nine seconds better than the fastest automobile could do. The next best time was made by J. E. McLaughlin, of Miners' Mills, Pa., astride a two-cylinder Indian. He was timed in 2:18. Charles T. Anderson, of Wilkes-Barre, Pa., rode the only single cylinder machine, a 1¾ horsepower Indian of last year's manufacture, and his time, 2:48, was not the least marvel of the occasion. The summary:

1	W. H. Wray, 14 h.p. Simplex	1:40
2	J. E. McLaughlin, 4 h.p. Indian	2:18
3	G. W. Sherman, 4 h.p. Indian	2:24½
4	C. T. Anderson, 1¾ h.p. Indian	2:48
5	Oscar Hedstrom, 12 h.p. Indian	2:54

California Clubs Choose Officers.

Delegates from the various clubs belonging to the California Associated Cyclists held their annual meeting at Sacramento, Cal., on Saturday, the 18th. The clubs represented were: Capital City Wheelmen, Sacramento; Reno Wheelmen, Reno, Nev.; Oakland Wheelmen, Oakland; Garden City Wheelmen, San Jose; Terminal City Wheelmen, Stockton; Central City Wheelmen, New Century Wheelmen and Bay City Wheelmen, San Francisco. Reports of the officers showed the Association to be in a prosperous condition and a banquet was held following the election of officers, which resulted as follows: President, A. B. Moffitt, Oakland; first vice-president, Al Greeninger, San Francisco; second vice-president, L. Normantrue, San Francisco; secretary, R. G. Brown, Oakland; treasurer, C. N. Nerndon, Sacramento.

MOTORCYCLES IN CHASE FOR CASH

Fair Ground Meet with Real Money as the Prize—Bicycle Events for Fulton County Honors.

There are three more professional motorcyclists as the result of the Decoration Day race meet held by the Fulton County Motorcycle Association, on the fair grounds track at Johnstown, N. Y. They are F. Smith, J. R. Vosburgh, and J. W. Sisson. According to published accounts of the meet they competed in a five mile race for the "Fulton County Championship," the prize in which was a purse of \$25.

The meet was the first held by the Fulton County Motorcycle Association and was largely attended, about 700 spectators being present. The feature event was an unlimited pursuit race between teams from Johnstown and Gloversville. The former city was represented by J. R. Vosburgh and F. S. Smith, who rode R-S's and Gloversville had J. W. Sisson and R. Shear up on Indians. The race was exciting throughout and was called off after 27 miles had been covered in 46:55, the judges declaring it a tie, something unusual in motorcycle competition.

F. S. Smith (R-S) won the one mile novice in a fine burst of speed, in 1:47½. J. Shear (Indian) was second, and J. R. Vosburgh (R-S) finished third. A one mile bicycle novice was captured by R. Gross, of Gloversville, with Gustin, of Johnstown, second. D. Quackenbush won the one mile bicycle championship of Fulton county in 2:53.

The race in which a cash purse was the prize was styled the five mile championship of Fulton county. It resulted in a victory for F. S. Smith (R-S), with Vosburgh (R-S) second, and Sisson (Indian) third. The summaries:

One mile motorcycle novice—Won by F. S. Smith, Johnstown (R-S); second, J. Shear, Gloversville (Indian); third, J. H. Vosburgh, Johnstown (R-S). Time, 1:47½.

Five mile motorcycle, for championship of Fulton county—Won by F. S. Smith, Johnstown (R-S); second, J. R. Vosburgh, Johnstown (R-S); third, J. W. Sisson, Gloversville (Indian). Time, 8:46.

One mile bicycle, novice—Won by R. Gross, Gloversville; second, J. Gustin, Johnstown.

One mile bicycle, for championship Fulton county—Won by D. Quackenbush, Johnstown; second, H. Aaronett, Johnstown; third, A. Gross, Gloversville. Time, 2:53.

Five miles for belt driven motorcycles—Won by L. Barmer, Gloversville (M-M); second, R. Simmons, Johnstown (Yale-California). Time, 13:00.

Unlimited pursuit, between Gloversville and Johnstown—Tie between Vosburgh-Smith on R-S's for Johnstown, and Sisson-

Shear on Indians for Gloversville. Distance covered 27 miles. Time, 46:55.

College Boys Run Afoul of Rules.

The Yale Automobile Club, New Haven, Conn., ran another unsanctioned meet, in which motorcycles figured, on the Branford track, on Saturday last, 25th ult. Although under suspension, the Cox brothers, whose firm does most of the college boys' repair work, were permitted to ride in the open event and, of course, they finished one, two. As a result the F. A. M. has lengthened the Coxes' suspension from 90 days to January 1, 1909, and the three Yale men who competed against them have been "hung up" for three months each. The American Automobile Association also has taken action against the Yale club for its disregard of its rules concerning sanctions and the organization will also have to explain why it permitted suspended riders to participate in violation of the alliance existing between the F. A. M. and the A. A. A. The races themselves were all uninteresting runaways. The summary:

Three miles college championship—Won by S. Johnston, Indian; second, J. Branch, Indian. Time, 5:13¾.

Three miles, open—Won by Peter Cox, Indian; second, James F. Cox, Jr., Indian; third, E. Coe; fourth, F. Burke; fifth, Hugh Matthews. Times, 4:52¾, 4:56, 5:17¾.

Three miles, for university students—Won by E. Coe, Indian; second, Hugh Matthews (disqualified); third, R. Bigelow; fourth, F. Burke. Times, 5:34¾, 6:06¾.

Edgecombes Offer a Loving Cup.

Although it has not been making any great fuss it appears that the recently incorporated Edgecombe Wheelmen of New York are planning for an active season. It will set the ball rolling on June 23 with a five mile club race at Valley Stream, which will be the first of a series of events for the club championship. The club will hold an open race later in the season and will conduct club runs twice a month. A handsome silver loving cup has been put up for competition among club members who finish in open races under National Cycling Association sanction. The cup will go to the Edgecombe rider scoring the most points during the season, the first club rider finishing in an open race receiving 10, the second 6 and the third 3 points.

Two Tied for Goodwin Medal.

Their performances on Decoration Day make Stanley T. Kellogg and G. H. Curtiss tied for first place in the season's contest for the Goodwin medal. Kellogg's one first and three seconds in the Manhasset hill climb netted him 9 points, and Curtiss's two first in the climb and one first on Ormond Beach in January gives him the same score. W. H. Wray is third with 5 points to his credit. The medal was offered by E. W. Goodwin, of Brooklyn, for the motorcyclist scoring the most points in open events under F. A. M. rules.

BICYCLES' BIG DAY IN BUFFALO

Twelve Thousand Spectators Cheer Kenilworth Park Races—Stirring Finishes Summary of Events.

Although they were not so featured the most interesting events were the two bicycle races at the annual Decoration Day athletic and bicycle meet of the Buffalo Athletic Association, at Kenilworth Park, Buffalo. Nearly 12,000 spectators crowded the grounds and it was more than a squad of Pinkerton men could do to keep them from crowding on the course. One of the most interested spectators was E. R. Thomas, the veteran automobile manufacturer. Mr. Thomas waxed very enthusiastic over the bicycle races. "Tell me the bicycle is not alive and kicking!" he said. "Just look at the interest in these events." And there were about ten thousand others that were of the same opinion.

The one mile open was a hair-raiser. The first heat, which was the fastest of the three, was captured by Ed. Delling, with Joe Tanner second. Hoover rode a splendid race in the second and succeeded in beating out J. M. Tanner for first place. These four, with Fred Schudt and H. J. Young, who qualified in the third heat, put up a good fight in the final. Tanner had a faster sprint than Delling at the finish, while Woodley, a Toronto crack, overhauled Schudt in the stretch and took third place.

For real live interesting sport the two mile handicap was the real article. Tanner rode well in his heat and beat out Joe Barbach, the road race veteran. In the second heat J. Casey, of Syracuse, one of "Wiley's pros" created somewhat of a sensation by riding away from such a strong field as Hoover, Scheider and some others and winning his heat by fully an eighth of a mile. His time was 5:36¾. H. J. Young won the third heat. In the final Joe Tanner got the prize with his brother, J. M. Tanner a close second. John Scheider crossed the tape third. The summaries:

One mile open—First heat won by Ed. Delling; Joe Tanner, second; Joe Barbach, third. Time, 2:48¾. Second heat won by R. J. Hoover; second, J. M. Tanner; third, M. E. Woodley. Time, 2:52¾. Third heat, won by Fred Schudt; second, H. J. Young; third, Adam Fischer. Time, 3:00¾. Final heat won by J. M. Tanner; second Ed Delling; third, M. E. Woodley. Time, 3:00¾.

Two mile handicap—First heat won by Joe Tanner (110 yards); second, Joe Barbach (90 yards); third, J. Newland (195 yards); fourth, T. Burke (50 yards). Time, 6:02¾. Second heat won by J. Casey (160 yards); second, J. M. Tanner (scratch); third, R. J. Hoover (20 yards); fourth, John Scheider (110 yards). Time, 5:36¾. Third heat won by H. J. Young (130 yards); second, John Stegelmeir (70 yards); third,

William Maisel (195 yards); fourth, John Stauber (195 yards). Time, 5:47½. Final heat won by Joe Tanner; second, J. M. Tanner; third, John Scheider. Time, 5:39.

Nerent Wins Irish-American Race.

No event of a long and interesting card of races excited more enthusiasm at the annual carnival of the Irish-American A. C., at Celtic Park, Long Island City, N. Y., on Decoration Day than the two mile bicycle handicap. The two preliminaries and the final heat were races all the way, and a big crowd, numbering about 10,000 cheered Marty Kessler, New York City, when he won the final heat from Charles Nerent, Brower Wheelmen, in a blanket finish. Nerent rode a splendid race and received a large share of the ovation.

The meet was run under A. A. U. sanction and consequently none but registered riders were allowed to compete. Several suspended riders had sent in their entries but as they were not received they did not turn up at the meet. One rider who is under suspension by the National Cycling Association attempted to enter, and looked real crestfallen when he was prevented by Referee Kelsey of the National Cycling Association.

Fourteen well known metropolitan riders competed in the race, which was divided into two heats and a final. The first heat went to Charles Nerent, Brower Wheelmen, who got to the tape before Marty Kessler. Maurice Vandendries was third and C. M. Schlosser, Brower Wheelmen, fourth. Owen J. Devine, National A. C., who holds the title of Military Athletic League Champion, reached the tape first in the second heat, with Samuel Rein, Roy Wheelmen, second. Tom Young was third and D. J. McIntyre fourth. This was the closest heat of the race.

The final went to Kessler, from the 80-yard mark, although Nerent, 120 yards, gave him a fight for the honor, and was beaten by a length. All the other riders were close up, Rein getting third and Maurice Vanden Dries fourth, in a blanket finish. The summaries:

Two mile handicap—First heat won by Charles Nerent, Brower Wheelmen (120 yards); second, Martin Kessler (80 yards); third, Maurice Vanden Dries (150 yards); fourth, C. M. Schlosser, Brower Wheelmen (130 yards). Second heat won by Owen J. Devine, National A. C. (40 yards); second, Sam Rein, Roy Wheelmen (190 yards); third, Tommy Young (220 yards); fourth, D. J. McIntyre (165 yards). Final heat won by Martin Kessler; second, Charles Nerent; third, Sam Rein; fourth Maurice Vanden Dries. Time, 5:38½.

French Offers Trophies for Mileage.

Howard A. French, the well known Baltimore dealer, has offered a diamond-studded medal for the best mileage record made by a local cyclist from May 1st to December 31st; he will also present a silver cup for the best club mileage.

BIG CROWD SEES SEASIDE RACES

Eifler Falls, but by Plucky Work Captures the Time Prize—Local Man Finishes First.

Cheered by several thousand interested spectators Frank W. Eifler, of the Century Road Club Association, one of the fastest road riders in the country, beat Charles Van Doren, the Atlantic City crack, to the tape by one-fifth of a second in the annual 25-mile handicap promoted by the Atlantic City Wheelmen on Decoration Day afternoon. Eifler's time was 1:08:56, which is within 26 seconds of the record established



FRANK W. EIFLER

by Blum of Chicago at Detroit on the same day.

The race was the most successful ever promoted by the Atlantic City Wheelmen, and was run under sanction of the controlling body. It was held over the Mays Landing road, just outside of Pleasantville, N. J., the course extending 6¼ miles toward Mays Landing. The riders covered this twice. Approximately eight thousand people lined the course on both sides of the road and interfered somewhat with the riders. There were 53 starters.

The road was in very bad condition so that the time made is quite surprising. Albert Deardon, of Atlantic City, from the 5 minute mark, ran away with first prize, with Harry Tavina, another local rider, second. Tavina had 6½ minutes, lead over the scratch men. Henry Surman, of Elizabeth, N. J., with 2½ minutes, was third, and Arthur Frere, of Atlantic City, was next; Frere started from the limit mark, 10 minutes.

The fight between the scratch men was the feature of the race. Before the finish

Frank Eifler fell, but as he is one of the kind that never knows when he is beaten, he, mounted and after some extraordinary plugging, regained the scratch bunch. Richard Hemple, of Atlantic City, and Henry Vanden Dries, of New York City, came together and fell. Hemple's chain was broken, but he borrowed a bicycle from a bystander and tried to finish. His borrowed mount was not of the best and Hemple failed to connect with any of the prizes. The finish between the scratch men was the closest witnessed in the seaside resort in years, Frank Eifler, Van Doren, Joe Eifler, Dan Trotter, Dan Cullen and Edward Maguire crossing the tape in a bunch. W. S. Stroud, the Philadelphia veteran, was one of the starters, but a puncture put him out of the running. Samuel C. Eaton, of Philadelphia, refereed the race. Here is the way the riders finished:

1, Albert Deardon, Atlantic City Wheelmen (5:00); 2, Harry Tavina, A. C. W. (6:30); 3, Henry Surman, Elizabeth, N. J., (2:30); 4, Arthur Frere, A. C. W. (10:00); 5, Frank W. Eifler, C. R. C. A. (scratch); 6, Charles Van Doren, A. C. W. (scratch); 7, Joe Eifler, C. R. C. A. (scratch); 8, Dan Trotter, Stroud Wheelmen (scratch); 19, Dan Cullen, Stroud W.; 10, Ed Maguire, A. C. W. (7:00); Fred C. Graf, C. R. C. A. (scratch); 12, H. Phillips, A. C. W. (7:00); 13, William Read, A. C. W. (5:30); 14, Elwood Watson, A. C. W. (5:00).

Time prize winners—1, Frank W. Eifler, C. R. C. A. (scratch), 1:08:56; 2, Charles Van Doren, A. C. W. (scratch), 1:08:56½; J. M. Eifler, C. R. C. A. (scratch), 1:08:56½; 4, Dan Trotter, Stroud W. (scratch), 1:08:56½; 5, Fred C. Graf, C. R. C. A. (scratch), 1:09:22.

Collins Captures Opening Paced Race.

Elmer J. Collins, the crack pace follower of Lynn, Mass., wiped up the Revere Beach boards with Hugh MacLean and James F. Moran, at the opening of the Boston saucer on Thursday last, 30t hult. Collins led Moran by two laps at the finish of the 25-mile paced race while MacLean was almost two miles behind. The Lynn flyer covered the distance in 37:13½.

In the 25-mile race Moran, MacLean and Collins got away in the order named, Moran taking the pole. MacLean soon took the lead but could not hold it very long. After the tenth mile the race was between Collins and Moran, the former being three laps ahead at the twenty-first mile, finishing two laps in front, having lost one lap by losing the roller on his pacing machine.

The Connelly brothers, of Everett, Mass., captured the half-mile open in 13:33½. T. Connelly also won the five mile open from Charles Jacobs, of New York City. Time, 13:33½.

D. Connelly and H. Norton tried conclusions in a ten mile paced race. Connelly was paced by one of his brothers while Schutz handled the motors for Norton. Connelly gained from the start and won by a lap and a half in 17:21½.

ROAD RACE SHORN OF ITS GLORY

Contest Over Irvington-Milburn Course
That Closed Instead of Opened
Opportunities to Competitors.

A 25 miles handicap road race was run over the Irvington-Milburn course in New Jersey on Decoration day. Eighteen previous contests had been held on that course and each year of the eighteen the winner and the scratch men had been enshrined in honor and glory. The race of last Thursday, however, was conducted as an "out-law" affair, and as one of the leading "out-laws" previous to the day of the contest aptly, if inadvertently, stated, it left a "stigma" on all concerned.

Any one who desired to ride was permitted to ride. The fact that a number of them were in bad odor and ineligible to compete under the auspices of any recognized sports-governing body in America or abroad, made no difference to the promoters. They were heartily welcomed and the usual number of youngsters who "don't know" and "don't care" swelled the number of starters to eighty-odd; one of the sort won the race. The reward of all of them will be, of course, to have the doors of all reputable organizations closed to them.

There was no glamour or sentiment surrounding the contest. In the eyes of the old guard who remember the traditions, it can figure only as a race over the Irvington-Milburn course, not as "the" Irvington-Milburn. Even Will R. Pitman, who for the past ten or twelve years has served as referee of the classic event, felt impelled to decline the invitation to again serve in that capacity. "Good old Pit" had a hard struggle with himself, but he is so deeply steeped in the sentiment of the historic affair that he could not bring himself to share its dishonor. The promoters had some very anxious moments.

Entries were few until the eleventh hour. The following is the way the riders finished:

1 E. A. Heer, 6 min.....	1:13:35
2 William Morton, 6½ min.....	1:14:05½
3 James Brennan, 6½ min.....	1:14:05½
4 August Spiekerman, 7 min.....	1:14:35½
5 W. H. Bussy, 5½ min.....	1:13:07
6 E. Johns, 6 min.....	1:13:37½
7 Thomas Harty, 6½ min.....	1:14:17
8 T. Svenson, 6 min.....	1:13:47½
9 George Lotsey, 6 min.....	1:13:47½
10 F. W. Jokus.....	1:14:48
11 Wm. J. Ertel, 4½ min.....	1:12:35
12 R. J. Stohler, 5½ min.....	1:15:35
13 C. F. Ericson, 4 min.....	1:14:05½
14 Franklin Fisher, 3 min.....	1:13:05½
15 F. T. Warner, 3 min.....	1:13:05½
16 Joseph Harris, 5 min.....	1:15:05½
17 Herman Lind, 3 min.....	1:13:06
18 J. R. Eubank, 5 min.....	1:15:06½
19 Harry Earl, 7 min.....	1:17:06½
20 J. C. Miller, 5 min.....	1:15:06½
21 James Zanes, scratch.....	1:10:12
22 L. J. Weintz, scratch.....	1:10:12½
23 Thomas Smith, scratch.....	1:11:05

23 A. R. Wilcox, scratch.....	1:11:05½
25 H. Cadwallar, 6½ min.....	1:17:40
26 C. I. Ferrall, 6 min.....	1:17:15
27 Jacob Magin, 2½ min.....	1:13:50
28 C. Svenson, 6 min.....	1:17:21
29 Peter Hensch, 5 min.....	1:16:22
30 P. Smith, 7 min.....	1:18:23
31 J. Hummell, 6 min.....	1:18:00
32 Wm. Wehner, 5 min.....	1:18:00
33 C. P. Wiggins, 6½ min.....	1:19:30½

Fast and Slow up Milwaukee Hill.

Walter Davidson, of Milwaukee, won the annual hill climb of the Milwaukee Motorcycle Club, held on Curtiss hill, that city, on Decoration Day. Davidson covered the 8 per cent. incline in 41 seconds, two-fifths of a second faster than was made by the second rider to finish, Ralph D. Sporleder, also of the beer city. Fred Huyk, of Chicago, finished third.

The meet was well attended, Chicago sending fourteen riders, and with one or



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two exceptions, was run off without dispute. In a slow test C. H. Lang, of Chicago, won by making the slowest time, but was protested because of the claim that his machine was fitted with a two-speed gear. The committee has not yet decided the protest. The only other machine to climb the hill in the slow test was a two-cylinder Rex, ridden by R. D. Buell, of Chicago, but he also was protested, because it was claimed that his double cylinder had an advantage over the singles. Here is the summary of the speed test:

1 W. Davidson (Harley-Davidson).....	0:41
2 R. Sporleder (Harley-Davidson).....	0:41½
3 F. Huyk (Harley-Davidson).....	0:42½
4 R. D. Buell (Rex).....	0:43½
5 J. G. Turner (Armac).....	0:45
6 C. Blankenheim (Torpedo).....	0:46½
7 Geo. Lyon (Torpedo).....	0:48½
8 C. Neubauer (Merkel).....	0:52½
9 T. McCulloch (Harley-Davidson).....	0:55
10 I. F. Alofsin (Racycle).....	0:55½
11 Wm. Walsh (Torpedo).....	1:01½
12 G. Cornelius (Harley-Davidson).....	1:06½
13 I. H. Whipple (Merkel).....	1:08

CRACK COAST TEAMS IN CONTEST

Sacramento Sees Six Clubs in Lively Competition—Garden City Riders Win the Day's Big Event.

As was expected the Garden City Wheelmen of San Jose carried off most of the honors at the Agricultural Park race meet at Sacramento, Cal., on May 19th, inaugurated by the Capitol City Wheelmen of that city. The revival of racing in California's capital city was satisfactory in several ways, notably in the large attendance and the entries in the events. More than 2,000 spectators filled the amphitheatre and enthusiastically applauded at every good sprint. Six clubs entered their crack teams—the Capital City Wheelmen of Sacramento; Garden City Wheelmen of San Jose; Oakland Wheelmen of Oakland; Bay City Wheelmen, Central City Wheelmen and Bay City Wheelmen of San Francisco. A stiff southwest breeze, which at times amounted to almost a hurricane blew diagonally across the stretch and served to slow the riders, but the track was in prime condition and despite the disadvantages of conflicting air currents fast time was made in several of the events.

In the chief event, the ten mile pursuit race between the several clubs, the honors were secured by the Garden City Wheelmen's team, Berryessa, Castro and Parsons, who spreadeagled the bunch and won out in fine style. The summaries:

Three mile handicap—Won by F. Diver, New Century; second, R. Hoffman, Oakland; third, Pete Quevellon, New Century. Time, 7:15.

One mile open—Won by F. Waibel, Garden City; second, Howard Waltz, Garden City; third, John Berryessa, Garden City. Time, 2:27½.

Ten mile inter-club pursuit—Won by Garden City Wheelmen (Castro, Berryessa, Parsons); second, Oakland Wheelmen (Bassett, Carroll, R. Hoffmann); third, Capitol City Wheelmen (Manning, Gorham, Merrill). Time, 23:41½.

One mile novice—Won by Manning; second, Suber; third, Fisher. Time, 2:26½.

Two mile novice—Won by Axley; second, Appleton; third, Suber. Time, 4:56½.

One mile for boys—Won by Ray McFarland; second, Teddy Myrick. Time, 2:55.

Five miles for motorcycles—Won by Navlett, Sacramento; second, Lorenzon, San Francisco. Time, 7:38½.

Ten mile pursuit for motorcycles—Won by Karslock, San Francisco; second, Navley, Sacramento. Time, 13:34.

Double Century for Motorcyclists.

J. L. Pickering, captain of the Providence Motorcycle Club, has set June 30th as the date of the club's annual double century. Springfield, Mass., and return will be the route.

CYCLE THIEVES AND THEIR WAYS

Offenders May Be Divided into Four Classes—Stealing Machines in Relays—Difficulties of Detection.

After prolonged and painstaking calculation, the statistician on an Indianapolis daily paper has come to the conclusion that no less than 466 bicycles will be stolen in that town between now and next Christmas. The prediction is based on last year's record, which was 534 thefts of this description, that figure being corrected to date on the ground of the general and very marked increase in the demand for bicycles of all descriptions. Up to this time 68 machines have disappeared in this way, counting from the first of January, and with this fact as a starting point the estimate has been evolved in a manner that seems to brook no chance of error.

In this connection a very interesting and puzzling question to the police as well as to the every day citizen is "Who steal the bicycles?" While a direct and circumstantial answer to this question would be very gratifying in many ways, and doubtless would lead to a rapid decline in cycle thievery, it is impossible to form it in detail. The nearest possible approach to it must take the form of a generalization. In the course of considerable experience, the police have come to recognize several distinct and different classes of offenders who prey upon the cyclist. In this way they are considerably aided in apprehending the rather small proportion of cycle thieves which it falls to their lot to gather in. The old law to the effect that criminal methods adhere pretty much as closely to fixed principles as do business methods, of course forms the basis of such a classification. Thus bicycle thieves are divided into four different classes, each of which is sufficiently distinct to be distinguishable merely from the earmarks of a single case, and frequently long before the offender is brought to book.

Members of the first class may be termed professionals since they work more or less continuously and with the definite object in view of disposing of the machines for cash or its equivalent, and at the earliest possible opportunity. A second class is even more dangerously criminal than the first, although perhaps less a menace to the bicycle interests of any town, since the thieves' use of the bicycle is only temporary and for an ulterior purpose. Such men are usually either burglars or evildoers of some other sort who are anxious of escaping detection or arrest, and take the first bicycle they can lay their hands upon as furnishing a ready means of flight to the next town or to some railroad junction where they can transfer to the railroad without danger from the police.

Still another variety of bicycle thief, is, like the last, perhaps an occasional rather than an habitual offender, and like him also, uses the stolen wheel merely as a means of swift and convenient transportation. Briefly, he is described as the genus hobo, who, despite his alleged love of walking, now and then is moved to adopt some more expeditious mode of travel.

The fourth class, is perhaps, the most troublesome, because it is made up of occasional offenders, is composed of small boys who, for the love of a ride, because they are in need of money for the time being, or for any other one of a hundred reasons, will take one or more bicycles, occasionally disposing of them to friends or rarely to second hand dealers, but more often simply abandoning them after a few days or hours use.

Knowing the distinction between the various breeds of cycle thief, however, cannot aid the police far in their search. What at once gives them something to work upon, on the other hand, is a knowledge as to how the machine may have been disposed of. The pawn shops and second-hand bicycle stores are always under surveillance and occasionally a wheel may be picked up in one or the other of such places. When that is the case, it is fairly certain that the thief was either a first, or else only an occasional offender, since the habitual thief always fights shy of such compromising purchasers. The professional thief usually waits until he has several wheels on hand or cached in some odd place, when he dismounts them and interchanges the parts, defacing the identification marks as far as possible and doing everything in his power to disguise them. Then he distributes them one at a time about the town, wherever possible, selling them to men or boys who will not be likely to ask questions, and occasionally going to the second-hand shops for the same purpose. In some instances, where the thief is a member of an organized gang, he waits his opportunity and then ships off a lot by express or freight to some other city or town, where they can be worked over into so-called new wheels, or sold as bargains.

Escaping criminals and hobos, as well as small boys, are apt to leave the purloined machines behind fences and walls, in out-houses near farms, and even under haystacks. Frequently wheels which have been hidden in this way are not found for days and even then, the discovery may never be reported, the finder appropriating the mount to his own uses. Occasionally bicycles taken in this way merely for purposes of travel, are abandoned for others in the adjacent towns, the thief thus leaving behind him a trail of complaints, and a trail of abandoned wheels. When the need is urgent, he seldom bothers about waiting to dispose of the machines for cash, but simply leaves them where they are not likely to be found for several hours.

As to the stolen wheels which are occa-

sionally recovered from pawn shops and second-hand shysters, it is more than likely that in most instances they have changed hands not once, but two or three times after being stolen, and therefore to track down the offenders through their recovery is well-nigh out of the question.

Apparently, there should be small return from bicycle stealing, so bulky are the machines, and so easily identified. Yet it appears that the professional thieves not simply manage to escape detection for considerable lengths of time, but also contrive to make a fairly good living out of the business.

About the Cost of Spare Parts.

"One thing non-mechanical people never can get used to the notion of, is the relatively high cost of machined parts as compared to an equal weight of stove-iron or tinware," said a well known metropolitan dealer recently. "Consequently," he continued, "every time you sell a comparatively new customer a spare part or a replacement, you have a good opportunity to watch his spread open his eyes and hear him howl at the price. Seeing the general extent of this profound ignorance of the actual value of mechanical processes in general, there is every chance in the world for the dealer to overstep his legitimate right by adding a penny or two to the selling price. And why shouldn't he? Even if he charges the bare cost, in nine cases out of ten he will be rated a thief mentally if not verbally.

"But I want to tell you," he concluded sagely, "that nothing will react more to the discredit of the trade than the admittance of such practice. The automobile dealers and garagemen have got themselves in a sorry plight with their patrons in this way, and now that the people are getting wise, some of them are beginning to notice a difference in their business which is attributable solely to want of confidence. You can see that the motorcycling public is fast waking up in the same way, too. And the man who begins by working on the level will be pretty apt to stay there and hold up his end. But the lad who tries to profit by ignorance, like the price-cutter who trades on the penury of his customers, will come to a day of reckoning sooner or later. It can't work out any other way."

One Way to Detect Chain Wear.

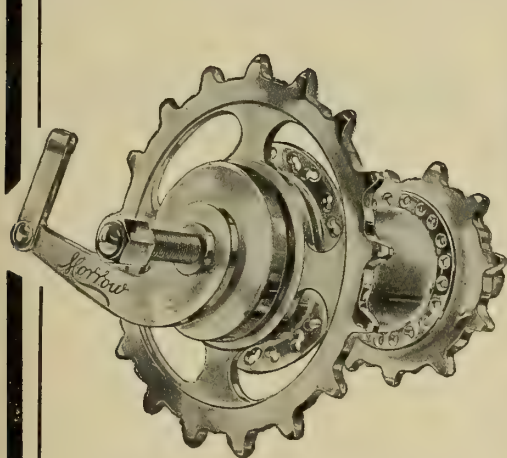
Chain wear is readily detected by stretching the doubted member tightly along the floor and measuring its length from end to end, after which it may be compressed as much as is possible without doubling up the links and again measured. The difference between the two measurements gives the stretch, or play due to wear in the pins and links. When this exceeds one inch in a chain of no more than ordinary length, it is well to replace it with a new one, as that amount of play indicates a considerable weakness.

The Same Virtues

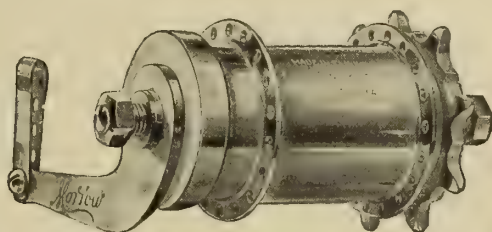
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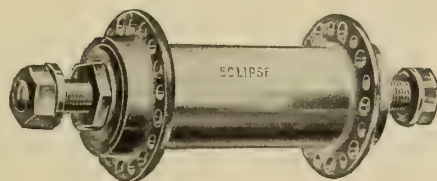
as applied to pedal-propelled bicycles
will make it as big a favorite for use
on the motor-driven machines.



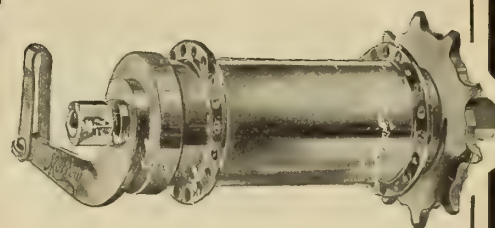
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The Week's Patents.

853,112. Bicycle. Edwin T. Peters, Lincoln, Neb. Filed July 18, 1906. Serial No. 326,688.

Claim.—1. In a bicycle, the combination with the frame, of a rear wheel having a hollow hub journaled in the frame, sprocket wheels journaled on the hub on each side of the frame, clutch connections between the wheels and the hub, whereby to connect the wheels to the hub during the forward rotation of said wheels, treadle levers pivoted to the side of the frame and provided with racks engaging the sprocket wheels, and means for retaining the treadle levers in opposite positions with respect to each other, comprising a shaft rigid with one of the sprocket wheels and extending through the hollow hub, a sprocket wheel keyed on the free end of the shaft, and the rack on the adjacent treadle lever engaging such sprocket wheel whereby to rotate it in an opposite direction to the adjacent sprocket wheel during the movement of the treadle lever.

853,187. Driving Gear for Bicycles. John McAuliff, Boston, Mass. Filed Oct. 6, 1906. Serial No. 337,711.

Claim.—1. In a bicycle, a frame having a rear fork one leg of which is non-bifurcated and provided with an offset portion, a stud detachably secured to the outside of said leg, a driving member mounted on said stud and situated entirely outside of the leg, said driving member comprising a body portion and an annular flange having internal gear teeth, said flange being received by the offset portion of the frame, and a pinion fast on the hub of the rear wheel and meshing with the gear teeth of the driving member.

853,445. Roller Bearing. William T. Fleming, Los Angeles, Cal. Filed Sept. 5, 1906. Serial No. 333,355.

Claim.—1. In combination, a shaft structure having two annular flanges one at each opposite end of its bearing portion, an outer cylindrical member, load sustaining rollers extending the full length of the distance between said annular flanges and having contact throughout their length with the shaft structure between said annular flanges, spacing rollers arranged intermediate the load sustaining rollers and each having longitudinal contact with the two adjacent load sustaining rollers, these spacing rollers being of less diameter than the load sustaining rollers whereby they will be supported or suspended out of contact with the bearing portion of the axle and also the outer member, these spacing rollers being of greater length than the load-sustaining rollers and each having an annular groove near each of its ends which engages the adjacent one of the flanges on the axle, and two rings loosely hung in the annular grooves in the spacing rollers, each of said grooves being concave and the adjacent faces of the flanges and rings being convex.

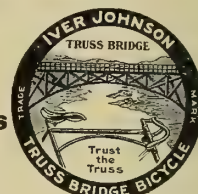
853,425. Electric Igniter for Explosion Motors. Wilhelm Sander, Zurich, Switzerland. Filed July 2, 1904. Serial No. 215,072.

Claim.—An electric igniter for explosion motors comprising a metallic plug, a concentric annular electrode surrounded by said plug and separated therefrom by a concentric annular space, a central electrode disposed within said concentric annular electrode and out of contact therewith, and a terminal disc for said central electrode.

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Why Motorcycles for New Jersey.

The Governor has adopted the motorcycle policy, says the Newark (N. J.) Evening News. There seems to be good reasons for this. He vetoed that part of the appropriation bill which provided \$5,500 for a handsome, fast automobile to be used in policing the State roads, but he approved the section which set aside \$1,400 for the purchase of motorcycles. The question of cost may have had something to do with the Governor's discretionary conduct, but presumably there were other considerations.

The matter of speed probably had nothing to do with it. A big red automobile can certainly go faster than a motorcycle, though it may make less noise in doing so. But it may be noted, in passing, that when one of the State road police is chasing a rapid running auto he doesn't want his wife or some other lady with him. On a motorcycle the chaser is unaccompanied; in an auto it is quite different at times.

It will be recalled that when the fish and game commissioners bought a fine, seaworthy launch for cruising around waters over which they claimed they had no jurisdiction, they were rarely allowed to go out alone. Some Republican boss or politician usually went along to look after the luggage. It might be just so if the State owned a big red automobile. Whenever it went out some member of the State's big family of officials would want to go

along, or some guest would think it "real mean" if she were not invited.

The Governor has said nothing to this effect, but he probably surmised that the motorcycle policy would forestall any such situations, and would prevent the necessity of such an investigation as followed in the wake of the steam launch episodes at Barnegat Bay and Shark River. Prevention, in all such cases, is much easier than cure. The seat on a motorcycle holds but one.

There is also another phase of the matter which the Governor did not incorporate in his veto message. If the State had invested in a big red auto, it would have practically ruined automobiling in New Jersey. For every time a chauffeur or a driver caught sight of any big red machine in the distance he would imagine it to be the State police auto, and would slow up. And there's no fun in automobiling if you've got to slow up every mile or so. On the whole, therefore, the motorcycle policy is the safest and best; safest for the politicians, safest for the State road police, safest for the guests because there are none, and safest for the automobilists.

Motorcycle Club in Pasadena.

With Philip Senour as president the Pasadena, Motorcycle Club has been formed at Pasadena, Cal. The other officers are: Vice-president, Al Wanger; secretary, Edward Laudenclos; treasurer, Marshall Hayes, and captain, H. C. Folts.

Railroad Legislation May Help Cycling.

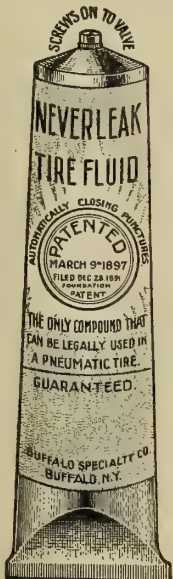
"Yes, the result of the increase in commuters' fares that has been instituted by the railroads to 'even up' the two-cents-per-mile legislation is already noticeable in an increased inquiry for bicycles," said the manager of the sporting department of a large Philadelphia store. "Men are figuring how they can save the cost of a wheel in a short time under the new rates. Several have, in fact, spoken to me about it. One thing they all mention, and that is the fact that the places, or racks, formerly provided in large buildings and business places in which wheels might be placed during the day are no longer available, and difficulty, therefore, exists as to keeping the wheels during office hours. However, I expect to see these restored in many buildings under the impulse bicycle riding is likely to receive."

Cross-Country Trip is Postponed.

Otto Kirk and Joseph P. Collins, the two Century Road Club of America riders, did not start on their proposed trans-continental ride last Sunday, 26th inst., as it was announced they would. The trip has been postponed for a "week or so," it is stated, because of the illness of Kirk, who is reported to be suffering from a slight attack of scarlet fever. All arrangements for the long journey had been completed, but until Kirk is fully recovered no definite date can be fixed.

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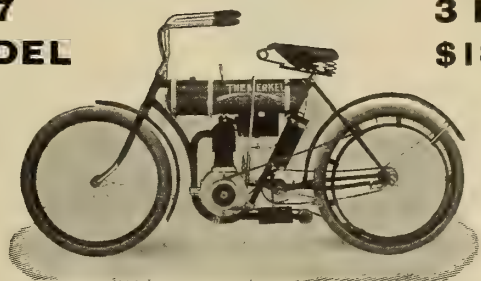
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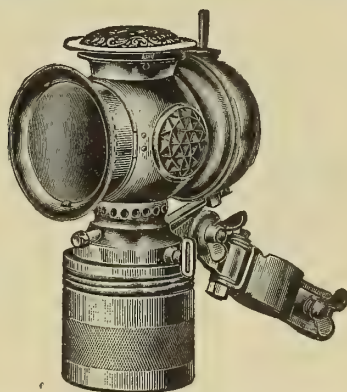
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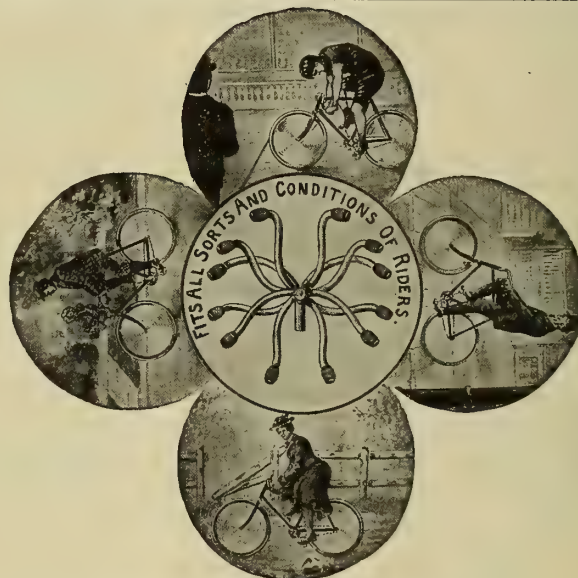
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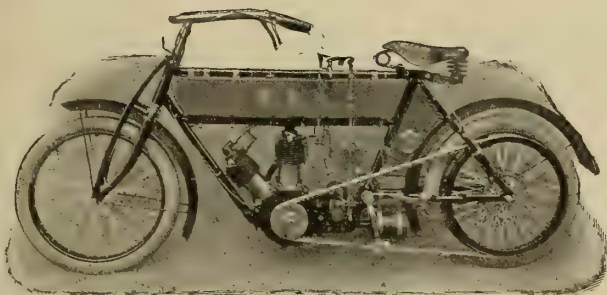
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Scottish Cyclist, March 6th, 1907.

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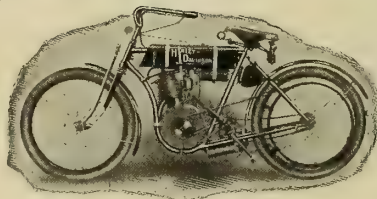
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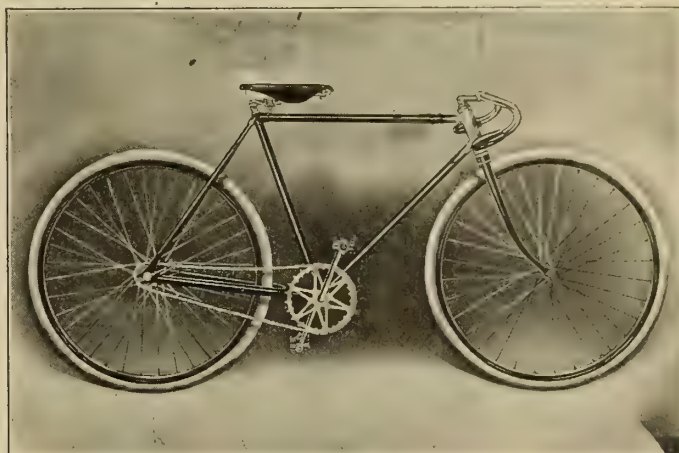
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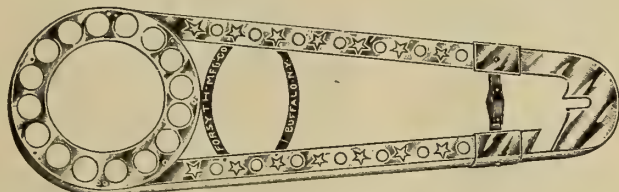
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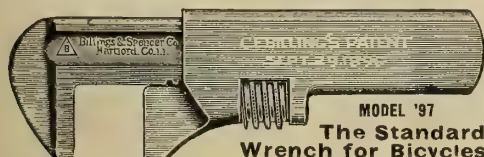
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The Standard
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Continental Rubber Works Suit.

We desire to notify the trade that our suit against the Continental Rubber Works of Erie, Pa., under the Tillinghast Patents is still pending, and that purchasers and users are equally liable for infringement.

The following manufacturers are licensed to make and sell single tube tires under the Tillinghast Patents:

Hartford Rubber Works Co.

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THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

Volume LV.

New York, U. S. A., Saturday, June 8, 1907.

No. 11

PRAISE FOR CONSOLIDATED

Creditors' Committee Accords it to Management—Recommends Continuance of Policy That Now Prevails.

The advisory committee of the creditors of the Consolidated Mfg. Co., Toledo, O., of which W. H. Crosby is chairman, have recommended that the business be conducted under the present arrangement for another year, dating from September 1, 1907. The committee only recently examined the affairs of the company in order that plans and purchases for 1908 might be made, and its recommendation is the result. The report to the creditors gives the highest praise to the Consolidated management as personified by Manager W. F. McGuire and states frankly that the committeemen were unable to find cause for either suggestion or criticism. The report says:

"1. The committee finds that the receiver, through his manager, Mr. W. F. McGuire, is conducting the business in a careful, systematic and businesslike manner, and we were unable to make any criticisms or suggestions. The receiver has paid his bills promptly, and in every case has taken advantage of discounts, and in any future business the receiver is entitled to first-class credit.

"2. We found the conditions in the factory to be first-class, and, as we said in our report of December 13, 1906, there was an air of sound business and substantial progress about the plant.

"3. The collections have been kept up in first-class shape, and but \$200.00 has been lost by the receiver in a year by reason of bad accounts, and to take care of any possible loss from bad accounts the receiver has charged off into a reserve fund for bad debts approximately \$2,500.00, and in addition is carrying credit insurance.

"4. The receiver borrowed on receiver's certificates to carry on the business the sum of \$105,000.00, and on this date—but \$60,000.00 of this amount is outstanding, and the certificates are being taken up before they fall due and will all be paid before the close of the fiscal year.

"5. The receiver has made substantial progress in cleaning up the property, and has paid approximately \$15,000.00 in settlement of preferred claims for labor, taxes, etc., under the orders of the court, and we believe the year will show a net profit that will be satisfactory to every creditor.

"6. An inventory will be taken about August 1, 1907, and as soon thereafter as a statement can be prepared it will be audited under the direction of this committee by N. A. Hawkins Company, public accountants, and will then be submitted to the creditors.

"7. Having in view the necessity of making early contracts for materials next year, your committee recommends to the creditors and to the court that the receiver be authorized to continue the business for one year from September 1, 1907, as we believe the showing this year will clearly justify such a course and the result will be to the advantage of all concerned. Arrangements have been made under this recommendation to apply to the court for an order directing the receiver to operate the business and to borrow money by using receiver's certificates, and an application will be made to the court for this order in the near future unless a considerable number of creditors representing a fair proportion of the claims against the Company file objections to the same with the committee.

"8. We report that we were shown every possible attention by the receiver, and all the books, papers and correspondence were open to our inspection, and we believe that a general meeting of creditors is wholly unnecessary, and we will, therefore, not call a meeting unless requested to do so by several of the creditors."

WANTS NO MIXED MEETING

Atlantic City for Bicycle People Only," Urges One of Them—Automobile Men Not Wanted.

As the Motor and Accessories Manufacturers Association could not induce the Cycle Manufacturers Association to hold their mid-summer meetings at Put-in-Bay, Ohio, the Motor and Accessories Association is inclining to go where the cycle organizations elected to go—Atlantic City, N. J. That not every one in the cycle trade relishes the prospect is evidenced by this communication received by the *Bicycling World* from one of the most earnest workers of the industry who is wholly free from automobile affiliations and influence:

"Now that we have succeeded in getting our bicycle people away from the automobile people for our summer convention it seems they are preparing to pursue us to Atlantic City. The automobile people 'be darned!'

"They are a lot of good spenders of other people's money and their influence and example are not good on what younger element there is in the bicycle business of today. We can have a more sociable time among ourselves and do what little business is to be done with less friction if this exotic element is kept out.

"I hear they now want to come in and add something to our entertainment fund and get a slice of the pie. We might as well invite the hardware and buggy trades and a few others.

"Instead, however, I think, this is the time to cut them out, and, if their proposition is brought to your attention, I hope you will hit it good and hard. We are not doing this work of bringing the trade together for the benefit of the automobile people but rather for the benefit of the members of our own association."

TITUS COMES TO THE RESCUE

Police Inspector Trying Hard to Save Morris & Grinberg Contract—Meanwhile Cops Have Their Troubles.

Although the Comptroller of New York City has ordered the contract cancelled and the machines returned, the members of the police squad are still riding the job lot of 75 Eagle bicycles which the firm of Morris & Grinberg, otherwise the Manhattan Storage Co., "unloaded" on the city government, but which has not yet been paid for.

Why the Comptroller's instructions have not been obeyed is not known, but there are reports afloat that Inspector Titus, who is in charge of the police bureau of repairs and supplies, has created opportunities that permit of temporizing. The regard he first displayed for Eagle bicycles and Morris-Grinberg methods is said to have since developed into something that suggests solicitude. He has become such a zealous champion that it is certain that if the Comptroller insists on the rejection of the machines, Mr. Titus will be very deeply pained. In fact, according to one story, the inspector has obtained Commissioner Bingham's ear and has poured into it such an entrancingly birdlike story, that the Commissioner himself is about convinced that in time plumes are likely to sprout from the cast iron handle bar stems of the antique Eagles.

Although it is two or three years since the manufacture of Eagle bicycles was discontinued, those unloaded on the city, undoubtedly represent the clean-up of the odds and ends of the factory scrap and must be from six to ten years old, as they are made of 1¼ inch tubing, which has not been used since about that time. Compared with the trim one-inch tube machines of to-day, these antiquated Eagles are almost laughably odd—they look like lumbering "ice wagons." The Eagle people must have chuckled in their sleeves at being able to dispose of these relics of the last century at any price. It appears certain that Morris & Grinberg must have got them for a mere song.

If there ever was a "sick" lot of men, they are the policemen who have been condemned to ride these bicycles. Not one of them who has been interviewed has said a good word for them. One of them frankly admitted that he was afraid to risk his neck off the smooth asphalt. The seat post of his "antiquarian" has broken after three days' use, while the frame of another used in the same precinct, the Thirty-first, had collapsed under its rider while he was crossing a car track; one other Eagle of the same lot also went wrong within one week.

Three other members of the squad said that cranks coming off and other trouble

had dismounted and humbled at least five men during the police parade, while still another in tones of intense disgust, told a Bicycling World man that he had had nothing but trouble since he received his specimen from the job lot. He related how, while in hot pursuit of an automobile scorcher, one of his cranks gave way and not only lost him his quarry, but nearly precipitated him on his head; he pointed to a crank fastening which he himself had extemporized; he also called attention to a big patch on the frame which was bare of enamel; it was in that condition, he said, when he received the machine.

Two of the "has-beens" were allotted to the 38th precinct, but both of them are now out of commission, one because of a crank hanger "that twisted like lead," as a cop described it; the other because the front forks crumpled under the rider. One of the men attached to the station said that the bicycle cops feared to trust themselves on the Eagles and were, instead, using their former mounts.

A Brooklyn cop not only confirmed all that his New York partners said, but remarked that a repairman in his borough was doing a good business in keeping the Eagles in repair. When Inspector Titus was mentioned, however, he said that not a man on the squad would dare dispute anything that "dear friend" of Morris & Grinberg might say. If Titus maintained that the job lot of bicycles was pure gold, the cops would have to agree with him. The Brooklyn policeman ventured the assertion, however, that if the members of the squad were permitted to vote secretly on the subject, that there would be but one vote against sustaining Comptroller Metz's rejection of the ancient Eagles. He explained significantly that one negative would be necessary to save the entire squad from the displeasure of Titus or any one else "higher up" who may be involved in the "saddling" on the force of a lot of "has been" bicycles that are a discredit to the first city of America, and, as results have proved, a source of danger to the men who are compelled to ride them.

Kicherer Coming from German Factory.

M. Kicherer, representing the N. S. U. factory, in Neckarsulm, Germany, has booked passage and will arrive in this country during next month to drive the N. S. U. wedge deeper into the American demand. He will make his headquarters at 148 E. 49th street, with J. F. McLaughlin, the N. S. U. agent in New York, but while here will visit all of the more important centers with a view of establishing agencies.

Philp Gets G & J New York Branch.

Arthur T. Smith, for several years Eastern representative of the G & J Tire Co., latterly as manager of their New York branch, has resigned. He has been succeeded by W. K. Philp, who comes from the factory at Indianapolis, which is equivalent to saying that "he knows his book."

NOW A TELESCOPIC PISTON

It is Designed for Scavenging Purposes and of Course Big Claims are Made For It—How It Works.

In the Marples system of piston construction, which has recently been patented abroad, a rather ingenious attempt has been made to secure a scavenging cycle without involving the degree of mechanical complication which has generally attended previous efforts along the same line. Briefly, the arrangement comprises a telescoping piston with its upper portion normally held at the outer end of its travel by a spring the tension of which is so measured as to permit it to compress and the piston to collapse upon itself when the cylinder pressure rises above a certain predetermined amount.

Thus during the suction stroke the main portion of the piston follows the crank in the usual manner, the upper and movable part being constrained to follow it by the pull of the spring. But upon the compression stroke, the spring is compressed after the pressure reaches a certain value so that the piston head ceases to travel, while its main body continues upward to the end of its regular stroke. During the explosion stroke the spring is retained in its compressed state, the two parts of the piston being in contact, and the whole moving as one solid piston. During the exhaust stroke, however, and after a portion of the old charge has been expelled from the cylinder, the spring again comes into action, causing the upper part of the piston to leave its former position and ascend ahead of the main part so that it comes entirely to the head of the cylinder, thus expelling all the gasses and leaving the cylinder perfectly clean and free to receive the fresh charge without dilution.

For this arrangement it is claimed that the variable motion of the active piston, controlled by the spring, tends to produce a uniform compression under all conditions, to secure a perfectly pure and undiluted charge, quicker in ignition and more rapid in expansion than is the case ordinarily, while the complete exhaustion of the cylinder contents gives a better opportunity for the cylinder to cool between explosions, thus furnishing a cooler and cleaner working motor as well as a more powerful.

With the ordinary methods of construction, the piston instead of traveling the entire length of the cylinder leaves a certain portion uncovered at the end of the exhaust stroke. As a result of this, from 30 to 50 per cent. of the old charge is left in the combustion space at the end of the exhaust period, its presence serving to dilute and weaken the fresh charge, thus heating it before the proper time for ignition, hampering its expansion, and generally depriving it of the vigor which it would have were it perfectly pure in its quality.

VALVES PLAY VITAL PARTS

Why It Pays to Have Them not Merely Work, but Work Right—Even Heat Expansion a Factor.

Generally speaking, when a motorcyclist has driven his new mount long enough to become thoroughly acquainted with it, far enough in fact, so that he is able to detect the cause of all its more ordinary ailments, the machine itself, and particularly the motor has settled down to a condition of decent and uniform behavior from which, barring occasional lapses due to improper treatment, it is hardly likely to deviate ordinarily. While both rider and machine are being "broken in," however, there are a hundred ways in which difficulties may be bred, most of which arise from misunderstandings on the part of the former. It sometimes happens on the other hand that the machine is responsible for certain symptoms which would be puzzling even to an old rider, and which however annoying they might be with any mount, with one which is not thoroughly understood, become particularly disconcerting. One locality which is very apt to be the seat of such troubles is the exhaust valve.

It not infrequently transpires that a motor which is yet comparatively new develops a tendency to lose power when it is hot, although when started perfectly cold, it runs faultlessly. If under such circumstances it still runs evenly, the only difficulty being that of weakness, it may safely be taken for granted that the valve stem is responsible for the trouble. Whenever the motor is heated thoroughly through its work, this lengthens appreciably, and even though there be a certain amount of clearance between the lower end of the stem and the valve lifter, this may be taken up so that the two parts are in contact all the time, with the possible result that the valve may be kept off its seat sufficiently to permit a constant flow of gas through the port, thus reducing or destroying the power of the motor. When cold, however, the valve stem contracts, and as the valve then fits perfectly, the motor works perfectly until it becomes heated, when it either stops or develops the mysterious loss of power, particularly after it has been stopped for an instant or two.

Of course the remedy for this is to file away the end of the stem until it is shortened enough to give proper clearance at all times during the cycle except while the lifter is in its raised position. At the same time it is not advisable to give too great an amount of clearance, as in that event the valve will not be raised as far as is required for proper exhaustion of the cylinder contents, while at the same time a disagreeable and wasteful shock will be produced when the lifter and stem are brought

into contact. When this difficulty is suspected the clearance between the parts should be tested while the motor is hot. Otherwise the result will prove deceptive. That is to say, a clearance which may appear ample when the motor is cold may be entirely taken up by the natural expansion of the valve when the motor starts working again. It is customary, however, to make allowance for this ordinary stretching of the stem by making an overplus of clearance in fitting up a new motor, and similarly when adjusting the motor which has been in use for a little time and is cold, it is customary to allow sufficient clearance so that an ordinary visiting card may be passed between the parts without interference, yet with a distinct "feel" to the hand. If the motor is tested hot for valve clearance, it is well to gauge it with a piece of wrapping paper, or failing that, with three or four thicknesses of newspaper laid closely together.

Another source of difficulty with new valves, which, like the first, may come when a new valve has been installed in an old motor, as well as in a perfectly new machine, arises through the binding of the stem against its guide in the cylinder casting. Occasionally this may be brought about through the bending of the stem, but more often it is caused simply by too close fitting coupled with a certain amount of expansion of the part. Hence it is well to inspect even new valves when trouble arises, and particularly to examine the stems at the point where they pass through the guides. Any "high spots" will be revealed at once by bright streaks on the stem, which may be taken down by draw-filing them and afterward removing the file marks by a light dressing with emery cloth followed by a general smoothing over with crocus paper. At the same time, the seats should be inspected for tightness, any leaks being revealed by a break in the continuity of the bright ring which denotes the point of contact between valve and seat.

Valve grinding is a panacea which is frequently recommended as a cure for most any one of two thousand ills, with which the valve has nothing to do. Where a brand new valve is under consideration, however, it will be found far more often than the rider cares to look, that the seat is not as perfect as it should be, and that a small amount of regrinding is necessary. Care should be taken not to carry this too far, as it must tend to settle the valve into the cylinder, thus having the effect of lengthening the stem, besides involving an amount of labor which is totally unnecessary. Generally speaking, but a small amount of dressing with fine glass powder is all that is required to bring the contact up to what it should be and seal the cylinder in the proper manner.

Of the great importance of the valves, both inlet and exhaust, and the vital effect which their good or bad condition has upon the action of the machine compara-

tively few riders are aware. As illustrating how fine an adjustment is required, it may be stated that a variation of even the most infinitesimal amount in the angle of the valve, may be sufficient to spoil its action, while a very slight flaw in the metal, a couple of pockmarks in the seating, or even a single grain of sand or glass powder between the contact surfaces, may be enough to cause a loss of power sufficient to make a difference between climbing and not climbing a hill, and not a very steep hill at that.

"There must be half a hundred motorcycles around New York that would be improved 10 or 15 per cent., merely by tensioning the valve springs or by the proper lift of the valves," is the way a well-informed local dealer sizes up the situation when recently it was under discussion.

The Skip That Rust Caused.

When F. A. Baker, the New York dealer is stumped by a motorcycle trouble, it is pretty certain to be something beyond ordinary ken, for few men are better posted in this line than he. One day last week, however, he related an instance in which he was nonplussed for about two months.

The difficulty itself, was not of an extremely serious nature—only a wee little skip in the motor that came now and then without rhyme or reason, and went as suddenly and mysteriously as it came, leaving no possible clue as to its cause. There appeared to be no accounting for it. Generally speaking the motor ran beautifully. It pulled well and ran smoothly, and battery, carburetter, plug, coil, commutator and connections appeared to be in good condition, and for two months the awkward little snuffle continued to make itself heard and felt. More than that, its coming at infrequent intervals by turns, and irrespective of whether the motor was hot or cold, further complicated matters.

A general overhauling of the wiring failed to disclose the source of difficulty, and from time to time the pursuit was taken up and regularly abandoned, till at last the difficulty was stumbled upon almost by accident. It happened that the ground wire for the battery was loosened in the course of one of several goings over to which the machine was subjected, and just where a little metal clip was employed to clamp it to the frame of the machine, thus making contact for the return circuit, it was noticed that a small amount of rust had accumulated on the point of the set screw. This was cleaned off merely as a matter of general precaution and innate neatness when lo! the motor ran as blithely as though it were brand new, and furthermore continued to do so.

The Retail Record.

Bay City, Mich.—Tierney Bros., discontinuing bicycles and sporting goods.

Buffalo, N. Y.—F. H. Neff purchased Kittinger's bicycle store, 1884 Niagara street.

¶ It is better to buy "the best" tire and pay slightly more for it, than to purchase a "cheap" tire and repent later. "The Best" is the most economical in the long run.

FISK TIRES

are that happy medium of lightness and strength that insures Comfort and Long Wear.

¶ With our 1907 product, the Standard of Quality as set by us is the Very Highest—and no effort will be spared by us to maintain it in every respect.

THE FISK RUBBER CO., Chicopee Falls, Mass., U. S. A.

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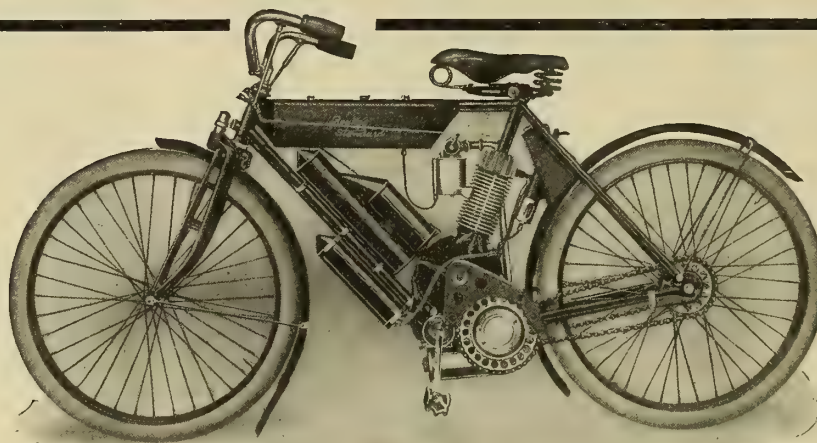
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THE "R-S" MOTOR CYCLE

At ALTADENA, CAL., opened the season by winning first and second.

At COLORADO SPRINGS, COL., on May 18th, at the Roswell Race Track, the "R-S" took three firsts out of four Races and made the fastest time of the day.

**ALMOST EVERY MAKE ENTERED
FACTS TALK LOUDER THAN WORDS**

If you want to know more about AMERICA'S BEST,
the "R-S" MOTOR CYCLE, write to

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THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

Published Every Saturday by

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Change of advertisements is not guaranteed unless copy therefor is in hand on MONDAY preceding the date of publication.

Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, JUNE 8, 1907.

About Contests on the Road.

His communication, which appears in another column, makes it appear quite evident that when "Grouch" selected that nom de plume he knew what was the matter with himself. Despite the fact, his letter is a thoughtful one.

There can be no disagreement with his assertion that a hill climbing contest, whether of motorcycles or of any other vehicles, lacks excitement and interest from the spectatorial viewpoint. But that such contests and other contests on the road are useless is a contention unworthy of a rare old cyclist who has a collection of prizes won because of his speed that any man well may envy. Useless? Why, that motorcycle contest on Manhasset hill provided data that is an education in itself and that is worth tens of thousands of dollars to any manufacturer who takes the lesson to heart. The data could be obtained in no other way. It makes for the "improvement of the breed" and surely that object is well worth all the time and effort that may be devoted to it. To "improve the breed" is to advance the world.

It is due to contests on the highway—to the road races, the hill climbs and coasting competitions, that "Grouch" and those

similarly minded are to-day riding such light and well nigh perfect specimens of bicycle construction. The test on the smooth, level track may provide more excitement, but the lesson that it teaches is trivial when compared with the results of the tests on the common road. The road test is the test that tells and it speaks loudest and "improves the breed" only when man is pitted against man or machine against machine.

Perhaps it is true that the roads were not made for racing. Perhaps it is as true that the waterways also were not created for such objects. But both are admirably adapted for those purposes and their occasional use under proper authority and auspices is too easily defended and too long has been sanctioned by custom to make argument necessary. If the element of danger is involved, let it go at that; it is more apparent than real and men run almost as much, if not more, risks in crossing the streets of a great city, or in walking beneath a building in course of construction. Although he appears not to know it, the skidding on Manhasset hill which filled "Grouch" with such dread did occur and two men traveling at the rate of 40 miles an hour were hurtled from their machines; the most serious injury sustained was a skinned hand. If a loud mouthed official "blessed with a little brief authority" occasionally projects himself so unpleasantly as to roil his fellow man, it is well to admit that such very human failings are not restricted to cycle competitions on the road and that usually there are those officials who, realizing that they are enjoying a privilege or a courtesy, are able to give the "soft answer which turneth away wrath."

"Grouch," like many others who side with him, sadly misses his cue when he contends that horses are rarely raced on the public roads. He forgets how horsemen long used Hillside avenue, in Jamaica, L. I.—not far from his own beloved Brooklyn—for the purpose; he forgets the Harlem speedway in New York, built at an expense to the public of about \$6,000,000; he overlooks the mile of Ocean Parkway in Brooklyn itself, and the chief thoroughfare to Coney Island, one mile of which similarly is sodded and harrowed and policed at public cost, that horses may be raced, not one day in the year, or two, but every day, Sundays not excepted.

"Grouch's" theories may be all right. His facts are all wrong. Indiscriminate

racing on the road is condemnable. Organized contests are in a class apart. They constitute the test that tells—the test that tells not merely the metal of the machine, but the mettle of the man. And there is more reason why such tests occasionally should be permitted than why Ocean Parkway or the Harlem speedway should be built or turned over to a comparatively few, if influential, horse owners. Road racing never hurt cycling; it helped make it.

It is to be hoped that the suggestion of a road race to be held at Atlantic City during the mid-summer session of the Cycle Manufacturers Association and the Cycle Parts and Accessories Association will not be suffered to pass unnoticed. It would prove timely and highly appropriate and there are some "live wires" in the city by the sea who are anxious to put their shoulders to the wheel. If each member of the two associations will contribute but one prize and the affair is taken in hand now, the greatest road race of a decade can be worked up. Atlantic City has the course and the disposition, and promises the biggest crowd for the biggest race. It will be a pity if such a glorious opportunity to advance the cycling interests is permitted to go to waste.

Nowadays is only when a street car strike occurs that there is brought home to the average man the full force of the truth that nothing has taken or can take the place of the bicycle. It is the first means of conveyance that suggests itself to him. The suddenly renewed interest that is reported in Pennsylvania as a result of the increase of the commutation rates by the railroads is evidence of the same sort. In the matter of simplicity, ever readiness and economy there is nothing conceivable that can compare with a good bicycle fitted with good tires.

The Springfield (Mass.) Republican rises to remark that the noise made by open mufflers is "peculiarly irritating" and that it "certainly is a nuisance to people who live along the popular thoroughfares of motor travel." It suggests that it is a nuisance that might well be prevented by law. If motorcyclists persist in refusing to heed such gentle warnings, they certainly will bring down the law on themselves and the regrettable prospect is that when the legislature mill begins to grind, it will not stop at anti-muffler measures.

CORRESPONDENCE

Who Will Help Mr. Stephens to Decide?

Editor of the Bicycling World:

I am an old subscriber to your paper, and get many good ideas from it, but I cannot decide from what I read and from the catalogues of the various makers in America, which of the motorcycles to buy. Have waited long for the best one to be shown up, but can't determine even now which one, all in all, is the best.

I am 75 years of age; a good cyclist, and active, but the roads hereabouts are common country roads and one must ride in the horse track more or less, as the side paths are cut up by vehicles. I do not care for high speed, for if I can make even four miles, or even less, an hour on our bad roads, and 20 on good ones, should be pleased.

Perhaps you can refer me to some man (if you do not care to advise in the matter), who would be willing to post me up regardless of friendship for any particular maker.

I have circulars from many of the makers, but do not feel able to decide which in my case would be best to buy. Have hoped that the Heffelfinger, which was to be made at Worcester, at last would come along, but I see nothing about it in any of the papers.

Doubtless many of your readers are in the same fix with myself, and of course I know that you cannot designate any particular maker in the paper, so perhaps you can refer me to some one who would trust me with his knowledge of the facts.

H. D. STEPHENS,
Riverton, Conn.

One Opinion of Road Contests.

Editor of the Bicycling World:

Thinking I should find or see something interesting, I cycled down to see the motorcycle hill climbing competition at Manhasset on Decoration Day morning, and this is how it impressed me:

I failed to find anything interesting or exciting to an outsider in such a contest. For instance, standing at the starting point you hear a cry "23 is coming!" 23 flashes by; a lapse of a minute or so, and over the telephone comes "23's time is 1:17½." Awfully interesting! At the finishing point you get a little more. You have the satisfaction of knowing that 23 is on his way, and you can enjoy the delirious excitement of rubbering down the hill while 23 comes into view. As the element of danger seems to be the great attraction, why don't three or four start together, and race up, and give the public some real thrills?

One contestant went the course at the rate of 45 miles an hour, this on a hill shaped like the letter S, and the road loose in spots, one little skid, and flowers would have been in order. With three or four

starting together at that speed, think of the glorious possibilities!

This indiscriminate use of the public highways (with or without a permit) for such a useless purpose will only add to the antipathy the general public feel toward all motor vehicles. Listening to the remarks from several of the crowd, I learned that numbers resented the use of the road for this purpose, one party suggested they stretch a rope across the road and stop the riders.

A decent, respectable, law abiding citizen, paying taxes for the maintenance of the roads, out driving or walking, distinctly resents some loud voiced enthusiast, hysterically waving a red or yellow flag, yelling at him to get here or there, but most of all to get right off the earth, while Willie Advertizem tries to beat the time of Johnnie Boostemup.

The public highways were not built for such uses, and all forms of racing should be confined to suitable tracks; roads were all originally built for horse drawn vehicles, but we seldom, if ever, hear of horse racing in any form, on public roads.

In your issue of May 25th, you tell of a cycle race being stopped at Freeport because some "scorcher" had run into somebody in a previous contest, and hurt the party; now if a motorcycle in this competition had hit anybody, figure out how quickly that particular party would have expired.

Scorching and road racing on bicycles is harmless as compared to racing on motorcycles, hurt cycling to a great extent, and it is a pity if motorists forget this, for in the motorcycle there are tremendous possibilities, which no doubt some motorist can tell of better than

GROUCH.

How Registration is Made Known.

Probably "Jimmy Jones" or some other unknown who holds a National Cycling Association road racing registration card is not aware that he is known throughout the world, but the fact is nevertheless true. The Union Cycliste Internationale which is the governing body of the national cycling associations throughout the world, publishes in its official bulletin each week the names and addresses of all the riders who have cards issued to them by the National Cycling Association. Thus the novice, as well as the fastest professional, has his name recorded in the offices of all the sports governing bodies at home and abroad.

To Try for New York-Boston Record.

Harry Early, of Bayonne, N. J., treasurer of the Century Road Club of America and Fred I. Perreault, State centurion for Massachusetts, will attempt to break the bicycle record from Boston to New York, on June 15 and 16. The distance from the Hub's city hall to the corresponding building in Manhattan is 258 miles, and this the riders will endeavor to cover in 20 hours.

COMING EVENTS

June 8, 9, St. Louis, Mo.—St. Louis Cycling Club's annual Pike county tour.

June 9, Jamaica, L. I.—Tiger Wheelmen's 5-mile club road race and Roy Wheelmen's 5-mile club road race; closed.

June 9, Valley Stream, L. I.—Park Circle Club's 20-mile handicap road race (outlaw auspices).

June 22, Providence, R. I.—Providence Motorcycle Club's track meet; open.

June 23, Valley Stream, L. I.—Roy Wheelmen's 5-mile road championship of America; scratch (N. C. A. sanction).

June 30, July 4 and 7, Paris—World's championships.

July 4, Valley Stream, L. I.—Century Road Club's 50-mile handicap road race (outlaw auspices).

July 4, Atlantic City, N. J.—Atlantic City Wheelmen's 25-mile handicap road race; open.

July 29, Boston, Mass.—League of American Wheelmen's reunion.

July 30-31, New York City—Federation of American Motorcyclists' national endurance contest, New York to Providence, R. I.; open.

Aug. 1, 2, 3, 4, Providence, R. I.—Federation of American Motorcyclists' national meet.

Aug. 8, 9, and 10, Atlantic City, N. J.—Midsummer meeting of Cycle Manufacturers' Association and Cycle Parts and Accessories Association.

Perreault last year tried to lower the record between these cities several times, but on account of unfavorable weather and having to ride the distance alone, he was unsuccessful. With two of them, to pace each other, they figure that they will be able to make a new record for the trip.

In the event that they are successful from Boston to New York City, Early and Perreault will then try for the round trip record.

Buffalo Raids Belless Bicyclists.

Because full 50 per cent. more bicycles are being ridden this year than last, the police of Buffalo, N. Y., have awakened to the necessity of enforcing the bicycle bell ordinance. Consequently they have undertaken to enforce a measure which has been neglected for some little time past, and are waging war on heedless riders right and left. It now costs \$2 to ride a bellless bicycle in Buffalo.

Motorcycle "Traps" on Cycle Path.

It behooves motorcyclists using the Coney Island cycle path to "have a care." The police have measured off several "traps," and last week arrested no less than four riders on the ground that they were exceeding the speed limit. All of them were fined.

HONOR MEDALS FOR FIFTEEN

Awards Outlined for Endurance Contestants—Rules Entail All-Around Tests of Men and Machines.

H. J. Wehman, chairman, and his colleagues on the committee in charge of the Federation of American Motorcyclists national endurance contest, which will be in the nature of the prelude to the annual meet of the organization at Providence, finally have settled the details of the event.

It will be started from New York at 4:30 a. m., Tuesday, July 30th. The first day's run will be to Springfield, Mass., 190 miles, via Poughkeepsie, N. Y., Lakeville, Conn., and Lenox, Mass. The following half-day the route will be from Springfield to Providence, via Worcester, 97 miles. Poughkeepsie, Springfield, Worcester and Providence will be the controls at which the contestants will be timed. The schedule will be worked out on a basis of 15 miles per hour, the penalties to be one point for each minute the rider is late and two points for each minute he may exceed the schedule, five minutes leeway, fast and slow, being allowed for variation of watches; no competitor, however, will be permitted to come within sight of a control and there wait for his time to expire. Repairs within controls will be prohibited.

The contestants will be divided into two classes, A and B, the former being constituted of those riders using single cylinder motorcycles, and the latter of those using two or more cylinders. Each starter will be given an initial credit of 1,000 points. It will be possible for only one man in each class to retain this perfect score, however, as in addition to trying the rider's endurance and judgment of pace, the hill climbing qualities of his mount and the economy of its operation will be put to the test. Its climbing qualities will be tried out on the westerly slope of Jacob's Ladder, near Lee, Mass. It is the gentlest side of that famous Berkshire hill, but "gentle" as it is it is a stiff, long rise that is none too smooth. The ascents will not be timed but failure to reach the summit without pedaling or dismounting will entail a penalty of 10 points in Class A and 20 points in Class B, while stoppage on the hill will net the unfortunate a loss of 25 points in the former class and 50 points in the latter, as there is small reason why any single cylinder machine should not make the ascent and no reason whatsoever why any of the more powerful machines should not get up without a turn of the pedals.

The test of economy will take place on the Hills Grove half mile track in Providence, immediately on the arrival of the "enduranciers," and it is this feature of the contest that will permit of but one perfect score in each class. Without change or dismantling of carburetters, which will

be marked for identification before the start, each contestant will be given a half pint of gasoline and be required to go its limit at a pace that will average not less than one mile in four minutes. The contestant covering the greatest distance in each class will incur no penalty; all others will be debited according to the order of their finish, the second man being charged with one point, the third with two points and so on.

The first ten men in Class A and the first four in Class B will be designated "Honor Men"; the leader in each class will be awarded a diamond medal, while the other "Honor Men" will receive combined gold and silver medals, the number of awards in the multicylinder class being contingent on there being not less than 12 starters. There also will be awarded to the private owner unconnected with the trade, and regardless of his class or position in the general score, a special gold medal, but he must have owned his machine at least 15 days previous to the start of the contest; this gold medal will be awarded in lieu of any other to which his standing may entitle him, the diamond prize only excepted.

The entry fee will be \$5 and the list will close July 20th, with H. J. Wehman, chairman, 108 Park Row, New York.

Organizing the Advisory Board.

The work of appointing delegates to serve on the Advisory Board to act with the Board of Control of the National Cycling Association is about completed. The following delegates have been named by their clubs to represent them on that board; National Athletic Club, Brooklyn, N. Y., Owen J. Devine; Prospect Wheelmen, New York City, Otto J. Steih; Roy Wheelmen of New York, New York City, Frank L. Valiant; Tiger Wheelmen, New York City, H. A. Gliesman; Century Road Club Association, Emil Greenbaum; New York Division, C. R. C. A., Clarence B. Ruch; Atlantic City Wheelmen, Atlantic City, N. J., Richard Hemple, Jr.; Stroud Wheelmen, Philadelphia, W. Richard Stroud; Greenwich Wheelmen, Greenwich, Conn., John J. Mitchell; Boston Bicycle Club, Boston, Mass., Frank W. Weston; Crescent Wheelmen, Baltimore, Md., Thomas W. Baker; Cleveland Wheelmen, Cleveland, Ohio, probably George Collister.

Gliesman Offers Cup for Points.

H. A. Gliesman, president of the Tiger Wheelmen, New York, has offered a silver loving cup to be awarded to the rider scoring the most points in handicap road races sanctioned by the N. C. A. during the season. The "Gliesman Point Trophy" will be for place winners, the first man across the tape receiving 10 points, the second finisher 9 points and so on, according to the number of place prizes. The only condition is that promoters must forward one official summary to the donor and one summary to the N. C. A.

McFARLAND GETS VAILSBURG

Obtains Control of New Jersey Track for Four Years—Will Bring Over Foreign Cracks.

There will be racing on the Vailsburg board track at Newark, N. J., this season, as the *Bicycling World* last week predicted and Floyd A. McFarland, the San Jose rider, will manage the famous track. C. B. Bloemecke the present owner of the track, and McFarland came to an agreement this week, by which McFarland was made manager of the track. The "fans" hereabouts will therefore be happy when the news becomes known.

The announcement will be a glad surprise to all and will, no doubt, throw consternation into the ranks of the outlaws who, on the mere supposition that Vailsburg had forever closed its doors, transgressed the rules of the National Cycling Association by competing in unsanctioned races and for that were suspended, some of them indefinitely and some for one year.

As the *Bicycling World* stated last week McFarland upon his arrival from Europe, intended to see Mr. Bloemecke in Newark at once, but an abscess in his ear kept him in bed for a week. He then stated to the *Bicycling World* man that he had no doubt but that he and the present lessee of the Vailsburg property would come to terms and that if they did he would furnish the East with some of the best track racing ever witnessed.

McFarland saw Bloemecke last week and as a result of their conference the Californian will be the manager of the famous board track for at least four years, the time the present lease on the property has yet to run. McFarland has signed to ride at Salt Lake but will come East about the middle of August and plans to open Vailsburg for a fall season on Labor Day or before. He will remain in New York during the winter, assisting in the six day race, reopening Vailsburg early in the spring.

Salt Lake City's season closes on Labor Day and immediately after the big bunch of crack riders there will come to Vailsburg, although some of them will reach here in time for the opening meet on Labor Day. McFarland has an option of "Major" Taylor and he plans to make the feature of the opening a race between Frank Kramer, Iver Lawson and the negro, if possible. The professional circuit championship will be started at Salt Lake, but will conclude at Vailsburg.

McFarland also has an option on the services of several champion sprinters in Europe and he plans to bring them here for the fall season at Vailsburg and he will provide international races all next season. In the meantime the track will be thoroughly repaired and the various clubs will provide plenty of racing on the road.

TURNING THEM AWAY AT SALT LAKE

Record Crowd at Race Opening—Kramer Rides to Win—Narrow Escapes in Motor Events.

Salt Lake City, May 31.—National Champion Frank L. Kramer signalized his debut on the saucer track here last night in open competition against America's fastest flyers by winning the five mile open lap race in the presence of more than 6,000 spectators, the largest crowd that has ever attended a meet at the Salt Palace saucer. As was predicted the popular little Australian, Jack Clark, won one of the open races and little Albert Crebs justified the prediction that he is the coming amateur by winning the star event for the "simon pures." Gus Lawson carried off the honors in the motor race.

The largest crowd in the history of the local saucer was on hand at the opening meet of the season. After all the seats in the big arena had been filled the people were crowded into the center enclosure and then more than two thousand had to be turned away. The races never seemed to be so greatly enjoyed, and such keen competition was never witnessed here.

The big race of the evening was the five mile lap race for professionals and it was in this that Kramer made his triumphant debut, although he stated he was not in the best of form. Interest in this event was at fever heat until the bell came for the final sprint, when Kramer, who had been trailing Lawson in the race, jumped to the front and unwound a steady sprint that proved too fast for his opponents. Lawson and Clark were at his heels when the tape was crossed for second and third.

Clark put up a splendid race in the one-mile handicap, riding from scratch. Pye carried him the last six laps and the little Kangaroo trimmed Kramer by ten lengths, Hopper and Downing being sandwiched in between for second and third places. Si Hollister was fifth.

Gus Lawson distinguished himself by winning the five mile motor race in 6:08, the fastest time ever made on an eight lap track. This is at the rate of 1:13½ per mile. In the fifth mile while going at this speed Ed Smith's motor broke in two on the back stretch and Smith and the parts of his machine slid into the home straight. At this point T. M. Samuelson ran into a part of the broken machine and was thrown to the top of the track, and while rolling to the bottom was barely missed by Lawson, who came around with the speed of an express train. The summaries:

One mile open, amateur—Won by Albert Crebs; second, P. Giles; third, Rodney Diefenbacher; fourth, Ed Mayer. Time, 2:17½.

Half mile handicap, amateur—Won by Morris; second, G. H. Robinson; third, E.

J. Hollister; fourth, A. Broadbeck. Time, 0:55.

One mile handicap, professional—Won by A. J. Clark, Australia; second, Norman C. Hopper, Minneapolis; third, Hardy K. Downing, San Jose; fourth, Frank L. Kramer, East Orange. Time, 2:09.

Five mile lap, professional—Won by Frank L. Kramer, East Orange; second, Iver Lawson, Salt Lake City; third, A. J. Clark, Australia; fourth, Norman C. Hopper, Minneapolis; fifth, Cyrus L. Hollister, Springfield, Mass. Time, 10:43.

Five mile motor, professional—Won by Gus Lawson, Buffalo. Time, 6:08 (record).

Ogden Opens the Season.

Ogden, May 31.—A crowd numbering 2,000, close finishes and fast times marked the opening of the Glenwood saucer track in this city yesterday afternoon, under the management of Harry Heagren. The card was a strong one and all the races were run without a hitch of any kind. There was only one spill during the meet and this occurred in the first heat of the half mile professional open when S. R. Wilcox and Ernest A. Pye mixed up and rolled off the boards together. The nearest approach to record breaking was in the final of the quarter-mile amateur open, when Walter DeMara of San Francisco, came within one second of equalling Marcus Hurley's famous world's record. C. L. Hollister, the Springfield crack and E. A. Pye, the Kangaroo flyer, shared honors in the professional class, while DeMara and Myers copped the amateur races. The summaries:

Quarter mile open, amateur—First heat won by Walter DeMara; second, Myers; third, Tommy Morgan. Time, 0:31½. Second heat won by P. Giles; second, George R. Robinson; third, Albert Crebs. Time, 0:30½. Final heat won by Walter DeMara; second, A. Crebs; third, Myers. Time, 0:29½.

Unlimited Australian pursuit, amateur—Won by Myers; second, Tommy Morgan; third, D. King; fourth, E. J. Hollister; fifth, Albert Crebs. Distance, 3 miles. Time, 6:54½.

One mile motor exhibition—By Fred Smith. Time, 1:36.

Five mile match, motor—Won by T. M. Samuelson; second, E. B. Heagren. Time, 6:28½.

Two mile open lap, professional—Won by E. A. Pye, Australia; second, C. L. Hollister, Springfield, Mass.; third, Fred West, Salt Lake City; fourth, S. R. Wilcox, Salt Lake City. Time, 4:10.

Half mile open, professional—First heat won by Norman C. Hopper, Minneapolis; second, Fred West, Salt Lake City; third, Ben Munroe, Memphis. Time, 1:14. Second heat—Won by W. E. Samuelson, Salt Lake City; second, C. L. Hollister, Springfield, Mass.; third, Gus Lawson. Time, 1:04½. Final heat—Won by C. L. Hollister; second, Fred West; third, Gus Lawson; fourth, Hopper. Time, 0:58½.

TWELVE CAR TRAIN OF SPECTATORS

Sees Broadbeck Win Salt Lake-Lagoon Observation Road Race—Burnstrom Gets Time Prize.

A. Broadbeck, a young newspaper carrier of Salt Lake City, and Hardy Downing's trainer, riding with a handicap of 5 minutes, won the annual Decoration Day road race between Salt Lake City and Lagoon, a distance of 18 miles. Broadbeck covered the distance in 48:47. J. V. Burnstrom, from scratch, won the time prize, covering the 18 mile course in 47:36, which is now a record as the race was run under the rules and sanction of the National Cycling Association.

The conditions for the annual observation race were perfect. The roads were in extraordinarily good condition and as a slight breeze was blowing from the north, the sun was not as hot as it usually is. Seventy-three riders started in the 18-mile ride, 55 of whom finished. An observation train of twelve cars followed the riders all the way, and it was taxed to its fullest capacity, more than a thousand people being crowded on the platforms, on the tops of the cars and even on the engine. In every respect it was the most successful road race ever held in Zion.

Broadbeck, the winner, rode a splendid race from the start. At the crack of the pistol he went to the front and soon left his fellow markers behind. Over nearly the whole grind he rode alone and finished at the end by a good lead and apparently not exhausted.

Victor Burnstrom, who won the time prize from scratch, was one of the two minute men in last year's race, and his time, 47:36, beats that made by Archibald in last year's race, which was 51:20. Burnstrom shook the scratch men and finished in 18th position. Clarence Mabey, the second scratch man to cross the tape finished 33d.

The summary:

Name.	Handicap.	Time.
1 A. Broadbeck	5:00	48:47
2 Joseph Wessman	6:30	50:18
3 Fred Sansome	7:00	50:53
4 H. T. May	5:30	49:30
5 Mack Todd	4:30	48:30
6 Alma Ash	7:00	52:28
7 E. M. Calvin	5:00	52:28
8 Max Schatz	5:30	51:10
9 Charles Hauser	4:30	50:13
10 Gus Backman	2:00	48:44
11 Clifford Evans	6:00	51:55
12 Herbert Wesman	5:30	51:57
13 Eugene Winward	5:30	49:27
14 Otway C. Schmertz	6:30	52:33
15 Charles C. Meyer	4:30	50:53
16 Al Emery	1:00	48:32
17 Roy Hauser	1:00	48:34
18 J. V. Burnstrom	Scratch.	47:36
19 George Hampshire	4:00	50:36
20 Claude Hauser	2:00	49:47
21 Tracey C. Gurley	5:00	52:52
22 Lewis Winter	5:00	48:47
23 Linze Meibos	4:00	51:53
24 George Hansen	6:30	54:24
25 James Mathison	3:00	52:51

SERGEANT HOWE WAS THE STAR

Took Five Out of Seven Firsts at Motorcycle Cops' Race Meet—Commissioner Viewed the Contests.

For once in their lives automobilists with speeding proclivities were safe on Saturday afternoon in New York and Brooklyn, at least so far as the motorcycle "cops" were concerned. For on that day the motorcycle squad as it is officially known, forgot all about nabbing scorching motorists and did quite a bit of it themselves at the Empire City track, near Yonkers, N. Y., where they measured

Fire Department. It was a handicap in so far as the others were given a lead of 1:45 on Mallon, who bestrode a two-cylinder Indian, the others being mounted on single cylinder machines of the same make. Howe, who rides in real racing position, acquired after much chasing after fast automobiles in the Bronx, won after an exciting contest with Ennis second and Mallon third. Dillon broke a wire but managed to finish fourth. Time, 15:36 $\frac{1}{2}$.

In a pursuit between Howe and Mallon of New York and McDonald and Ennis, up for the Brooklyn department, Howe overhauled McDonald after 3 minutes and 30 seconds of riding.

There were six actual starters in the five mile handicap, but as Mallon on scratch

nexed the medal offered by Commissioner Bingham to the winner in the one mile from a standing start. Patrolmen Ennis and Grace finished second and third, respectively.

The fifteen mile free-for-all, the best event of the meet attracted six riders, all being mounted on single cylinder Indians. Mallon set the pace for the first four laps, with Ennis and Dillon trailing. After that Dillon moved up front for four miles until Ennis supplanted him as leader. From then until the finish Dillon and Ennis fought a battle royal for the supremacy, Ennis having the better of it on the straights, while Dillon would invariably pass his opponent on the turns. Ennis won out in the last mile, leading Dillon over the tape by 50 feet in 25:22 $\frac{1}{2}$. Patrolman Johnson finished third. The summaries:

One mile for the championship of Manhattan and the Bronx—Won by Anthony Howe; second, Benjamin Mallon; third, John Dillon. Time, 1:39.

One mile for the championship of Brooklyn—Won by Thomas McDonald; second, Arthur B. Ennis; third, Samuel W. Johnson. Time, 1:52 $\frac{1}{2}$.

Ten miles, handicap—Won by Anthony Howe; second, Arthur B. Ennis; third, Benjamin Mallon. Time, 15:36 $\frac{1}{2}$.

Unlimited pursuit between New York and Brooklyn departments—Won by New York. Distance, 2 $\frac{1}{2}$ miles. Time, 3:30.

Five mile handicap—Won by Anthony Howe; second, Arthur B. Ennis; third, Thomas McDonnell. Time, 8:19 $\frac{1}{2}$.

One mile obstacle—Won by Anthony Howe; second, Luke Grace. Time, 3:27 $\frac{1}{2}$.

One mile open—Won by Thomas McDonald; second, Arthur B. Ennis; third, Luke Grace. Time, 1:52 $\frac{1}{2}$.

Fifteen mile free-for-all—Won by Arthur B. Ennis; second, John Dillon; third, Samuel J. Johnson. Time, 25:22 $\frac{1}{2}$.

First Road Championship is Awarded.

Sanctions were this week issued by the National Cycling Association to the Roy Wheelmen of New York, for the five mile amateur road championship of America to be run at Valley Stream, L. I., Sunday, June 23, and to the Prospect Wheelmen, New York City, for a 20 mile handicap road race, to start from Valley Stream, August 18. The five mile race to be promoted by the Roy Wheelmen will be the first of the National Cycling Association road championships and the first three men to cross the tape will be awarded solid gold, silver and bronze medals in the order of finish, besides being allowed the pick of whatever merchandise prizes that may be donated.

As all championship races must start with the riders all on scratch, any other so-called championship races in which the riders are allowed handicaps are considerable of a joke. Entry blanks may be had by addressing Frank L. Valiant, 939 Eighth avenue, New York City.



START OF OBSTACLE RACE—INSERTING THE "PHONY" PLUGS

speed. A humorous part of the affair was that automobilists, some of whom at some time or other have had experiences with motorcycle chasers, judged the pace of the "cops" instead of vice versa. The occasion was the first meet of the motorcycle squads of the New York and Brooklyn police departments and the prizes were medals offered by Police Commissioner Bingham and his deputies and other individuals, the commissioner himself being on hand to view the sport. Sergeant Howe of the Bronx was the star of the occasion. He gathered in five of the seven firsts, and then gave the others a chance.

The first event was a mile open, from a flying start, for the "championship of the Manhattan and Bronx squads," the first prize being a silver cup offered by the Long Island Automobile Club and the second a gold medal presented by Deputy Commissioner O'Keefe. Sergeant "Tony" Howe, of the Bronx, won in 1:39, defeating Acting Sergeant Mallon, of the Central office, by an eighth of a mile. Patrolman Dillon, of the Bronx, finished in Mallon's dust.

Sergeant Tom McDonald and Patrolman Arthur B. Ennis provided the real thriller of the afternoon in the one mile championship of the Brooklyn squad, from a standing start. McDonald beat Ennis by only one-fifth of a second in 1:52 $\frac{1}{2}$, Patrolman Samuel W. Johnson bringing up the rear in 2:15 $\frac{1}{2}$.

Ten riders started in the ten mile handicap for a diamond medal donated by Dr. Harry N. Archer, surgeon-general of the

was really a scratch event. Howe won by an eighth of a mile in 8:19 $\frac{1}{2}$, with Ennis second, McDonnell third, and Johnson fourth.

The event that afforded the most amusement—to the spectators—was the one mile obstacle, with five starters. The five were handed imitation plugs at the start and had to pedal their machines around to the quarter pole where the real connections were waiting. Howe captured the event in 3:27 $\frac{1}{2}$, with Patrolman Luke Grace, of Brooklyn, running second.

In a field of five Sergeant McDonald could not coax his machine into action it



PATROLMAN ENNIS AND SERGEANT HOWE

Hicksvillians Do the "Won't Play" Act.

As the result of the Decoration Day races run by the Hicksville Athletic Club, at Hicksville, L. I., in defiance of warning from the Amateur Athletic Union and the National Cycling Association there will be a number of additional suspended riders and athletes. Because it was an outlaw meet the races were not as interesting as they would have been and attracted for the most part unknown riders. The summaries:

Quarter mile novice—Won by John McAvoy; second, Schryver; third, John King. Time, 34s.

Quarter mile match—Won by Jerome Steinert; second, Curtis Jackson. Time, 30½s.

Quarter mile handicap—Won by J. Simmons (25 yards); second, Jerome Steinert (scratch); third, L. Brand (25 yards). Time, 31½s.

One-half mile handicap—Won by Jerome Steinert (scratch); second, Albert Schryver (1 lap); third, Curtis Jackson (scratch).

Ovington Awarded the Club Prize.

E. L. Ovington, who rode a four-cylinder F. N., was awarded the special prize offered by the New York Motorcycle Club to the member making the best performance according to Callender's formula, in the Manhasset hill climbing contest on Decoration Day. It required the weighing of men and machines and it was two days

later before the result was made known. Callender's formula, which is the time in seconds multiplied by cylinder capacity in inches, divided by the total weight of machine and rider, gave Ovington a score of 5.78, his time being 1.34½, his cylinder capacity 24.7, and the combined weight of man and machine 413 pounds.

Protests That Were Not Sustained.

Elwood Watson, the 14-year-old messenger boy who, riding a Reading-Standard bicycle, won the third annual Camden-Atlantic City road race promoted by the Stroud Wheelmen on May 5th, will be awarded first prize—a Pierce racing bicycle—after all, and Mark Linkner, who finished second will receive the prize for that position. At the finish of the race both these men were protested, the charge being that they were paced by an automobile, and since that time the prizes have been withheld pending an investigation. As sufficient satisfactory evidence to support the protests could not be obtained the referee has decided that the protests are unsustained. It has also developed that Nicholas Kind, of the Edgecombe Wheelmen of New York, finished 15th instead of E. Nelson, as was at first stated.

"Motorcycles and How to Manage Them." Price, 50 cents. The Bicycling World Co., 154 Nassau Street, New York City.

Motorcycles Feature of Denver Meet.

Three exciting motorcycle races, managed by the Denver Motorcycle Club, formed the big feature of the automobile and motorcycle race meet at the Overland Park track in that city on Decoration Day. About 6,500 persons were in attendance and the close finishes in the motorcycle races brought them to their feet. Well filled heats and fast time was the order of the day. The summaries follow:

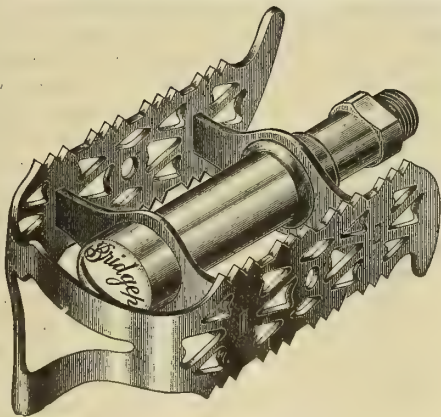
Five mile open—Won by A. S. Margason; second, Carl Winter; third, E. W. Armstrong; fourth, Elmer Holmstead; fifth, W. E. Cassidy. Times, 6:50, 6:50½, 7:20.

Ten mile handicap—Won by E. W. Armstrong; second, Carl Winter; third G. R. Boyd; fourth, A. D. Gunn; fifth, J. E. A'Hearn; sixth, G. E. Lucas. Times, 13:34, 14:40, 14:43.

Twenty-five mile handicap—Won by E. W. Armstrong; second, J. E. A'Hearn; third, D. E. Cassidy; fourth, A. D. Gunn. Time, 30:24½.

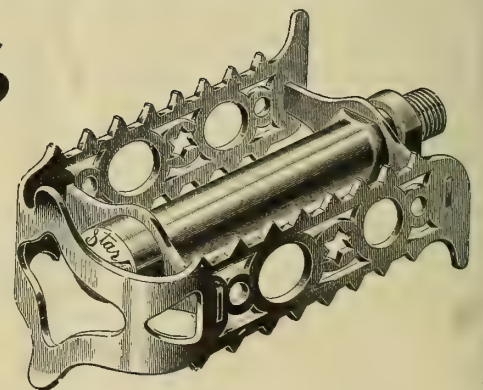
Mangold in Front on Benning's Track.

James Mangold, who used to style himself the champion of the District of Columbia, riding an Indian, won the three mile motorcycle race at the automobile meet at Benning's track, Washington, on Decoration Day. Mangold covered the distance in 4:11, his best mile being 1:39. W. F. Troupe (Harley-Davidson), was second.

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McCULLOM ENDS 1900-MILE TRIP

Rain and Mud Made the Going Rather Strenuous, but His Motorcycle Proved Equal to the Task.

A. J. McCullom, the motor Racycle expert, who left the factory at Middletown, Ohio, on April 3d, reached New York on Sunday last, 1st inst. He did not arrive astride his motorcycle, which, however, is no reflection on either McCullom or the machine. He set out with Boston as his destination and he had put up in that city on May 29th. He spent a day there and then as a "side trip" rode to Providence, from which place he came by train to New York, after a stop at Springfield, during which he was shown through the Hendee factory.

For a man who has encountered about the longest spell of the wettest, most chilling weather the country has suffered since the advent of motorcycles, McCullom was a bronzed, rugged specimen of health. The rain, of course, meant fearful roads and hard traveling where mud was the rule and slippery roads where macadam or gravel had replaced the original soil. In all, the Racycle man traveled 1,900 miles, nearly 1,000 of which were covered in zigzagging and crisscrossing the State of Ohio, which crazy-quilt route was necessary in order to visit the Racycle agents. After leaving Ohio, McCullom took the direct route to Albany, N. Y., where he crossed the Berkshires into Massachusetts. Although he admitted that New York State has some mud of its own, he readily awarded the palm for the deepest and stickiest and the most of it to Ohio. He said he had no more excitement than falls to the lot of the average touring motorcyclist.

"I landed in the ditch a few times, but that's nothing more than is to be expected," he remarked in a dry, matter of fact way.

During his protracted journey, McCullom broke a dozen pedals, or more, but so far as motor and machine and tires were concerned he had a rather happy time of it. He put up his right hand and said that during the two months he had dismounted but four times because of motor troubles, a loose terminal, a loose wire, a broken exhaust valve, and a motor drive chain which jumped off the sprocket in crossing a railroad track being the four specific causes. Before he could pick up the chain a trolley car happened along and crushed it. But by removing the long pedalling chain from the machine and shortening it and applying it to the motor, he sailed into the town with power on. Seven punctures in his G & J tires was the extent of his tire troubles.

McCullom probably will come East again in July to participate in the F. A. M. endurance contest and the meet at Provi-

dence. H. Floyd Ballew, who left the Racycle factory at the same time as McCullom, but who headed westward for Denver, was in Iowa when last heard from.

Police Prevent Salt Lake's Sunday Meet.

Salt Lake City, June 3.—If a bomb had been exploded in the midst of the crowd of 6,000 people that had congregated at the Salt Palace saucer track last night to witness the first Sunday race meet, it might have caused more damage, but it would not have created a bigger sensation than developed. The immense throng were told that the track was too wet for racing and that the meet would therefore be postponed until Tuesday evening, but most of the crowd knew that what was expected had happened—that the police had in a sudden wave of goodness stopped Sunday racing even before it had started.

One hour before the advertised time to start the scheduled meet Chief of Police Sheets sent Detective Raleigh down to the saucer and requested Manager Halvorsen to call off the meet. It placed the management in a very trying position.

Although the fans were naturally indignant the riders were even bluer over the outcome of the police interference, as it meant many extra dollars for them. Halvorsen stated that personally he was against Sunday racing, but that such a clamor had been made for it that he had finally decided to inaugurate Sunday night racing. He also added that he will not attempt to promote any more meets on this day.

Cycles and Motorcycles at Sacramento.

Bicycles, motorcycles and automobiles mixed at Sacramento, Cal., on Decoration Day, the occasion being a combination meet promoted by the Capital City Wheelmen of that city. The feature was a five mile handicap which Ricard won, from the 75 yards mark, won with Herrill and Manning riding a dead heat for second position. The three-mile motorcycle race was won by Trapper, who rode a Racycle. The summaries:

One mile open—Won by Suber; second, Manning; third, Rickard; fourth, Herrill. Time, 2:21½.

Five mile handicap—Won by Ricard (75 yards); second, Herrill (scratch), and Manning (30 yards) tied; fourth, Calderine (150 yards). Time 13:39½.

Three miles for motorcycles—Won by Trapper (Racycle). Time, 4:40½.

Hedstrom Got the Second Prize.

Although the reports of the time he made in the Wilkes-Barre hill climbing contest on Decoration Day conflicted, due to disagreements in the announcements at the top and the bottom of the long, steep grade, the fastest time, 2:01, was correct, and accordingly Oscar Hedstrom was officially awarded second prize. The incorrect return gave his time as 2:54, which placed him in fifth position.

TAYLOR TRIMMED AT ANTWERP

But Butler's Brilliant Berlin Victory Brings Burgomaster's Congratulations—Americans' Poor Showing at Paris.

"Major" Taylor was defeated again at the Velodrome Zurenborg at Antwerp on May 27th, by both Emil Friol, champion of France, and Charley Vanden Born, champion of Belgium. The race was run in three heats, Friol going against the Belgian in the first. Vanden Born jumped first, but Friol made an excellent attack and won out by a foot. The American was pitted against the Frenchman in the second heat and Friol, who has the quickest jump of any living rider, used it to advantage, and got home first by one length. Taylor and Vanden Born tried conclusions in the final heat and although the negro made a brilliant jump and sprint the Belgian reached the tape one length ahead. Friol, having won two heats was declared the winner.

Nat Butler was a hero at the new Spandau track in Berlin on May 26th. More than 10,000 saw the veteran American win the hour race from Stellbrink, Darragon and Demke and he covered in that time 55 miles, which is certainly going some. Stellbring was second and Darragon third. The Burgomaster and his entire family occupied the royal box and after his brilliant victory the German mayor warmly congratulated Butler, the burgomaster's frau placed an immense floral wreath about his neck and one of the little frauleins implanted a kiss on his forehead. And Nat got another from his wife, who was in another box.

None of the Americans showed up well at the Parc des Princes Sunday meet on May 26th at Paris. In the international scratch race Krebs, John Bedell, Halligan and Bardgett were shut out in their heats. The final was won by Hourlier, who beat Heller by ten inches. Hourlier also won the invitation race and finished second in the lap race. Menus Bedell fell in one of the heats of the paced race and sat up in another heat.

Cyril Vanhouwaert, the young Belgian unknown who finished second in the last Paris-Roubaix road race, has justified the prophecy made at that time that he would develop into one of the foremost professional road racing men in the world. On May 25 and 26 he won the 17th annual Bordeaux-Paris race, covering 591 kilometres in 19 hours 40 minutes 42½ seconds, and beating his nearest competitor by 7 minutes.

Twenty riders lined up for the start from the Quatre Pavillons, Bordeaux, at 6.15 o'clock, Saturday, the 25th, with such well known long distance riders as Leon Georget, Emile Georget, Vanhouwaert, Marcel Cadolle, Petit-Breton, Louis Trouselier, Cornet, Ringeval and Garrigou in the ranks.

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VICTORY FOR THE DECEASED HEN

Famous Case as to Rights of Fowl on the Roadway is Decided—Owner Escapes Damages.

In the celebrated case of the cyclist versus the hen, which has caused all Great Britain to sit up and take notice for some little time, the hen has won, not alone in the first, but also in the second and third rounds.

Two whole days of the court's time were absorbed in hearing the arguments on an appeal which had been taken from the lower courts by the Cyclists Touring Club, England's L. A. W. The decision, which though it appears strongly radical at first, yet evidences considerable sound logic, was based on the contention that in order to prove cause for damages, the plaintiff would have to show either that it was the custom of hens when at large in the highway, to fly across the path of cyclists and other users of the road, or that it was a habit of the particular fowl whose actions had caused the suit, to behave in that fashion.

As is implied, the case which has attained great notoriety because of the appeal taken by the C. T. C., arose from an accident some time ago, when a cyclist was thrown from his wheel and badly injured by a hen which on being frightened by a wayside dog, suddenly and without warning, flew into the wheels of the bicycle, throwing the rider, who fell upon his head, causing considerable damage all around. In due time the owner of the hen was sued for damages on the ground of negligence. The case, while merely amusing on its face, in reality has a most important and general bearing on cyclists who are constantly being faced with similar conditions. Hence, in an attempt to settle the status of the wayside animal with regard to the cyclist, the big club took up the case and carried it through both lower and higher courts.

In the county court, where the case first came up, decision was promptly granted for the defendant on general grounds of the uncontrollability of a hen's actions. In the King's Bench Division to which it was carried, however, the matter was given more serious attention. Opening for the plaintiff, counsel said that the question was as to whether the owner of a bicycle who was riding along the road, without negligence on his part, and was upset by a domestic animal, had a right of action for damages against the owner of the animal. It was not a question of the hen walking up and down the highway, but of the hen flying directly at and into the wheel. The County Court had based its judgment on two grounds. First, there ought to have been evidence adduced that it was the general habit of hens to behave in this way,

and second, that there ought to have been evidence of such disposition on the part of this particular fowl. There being no evidence of either, he said he was bound to give judgment for the defendant. The counsel submitted however, that the learned judge had overlooked one principle of the law which he ought to have applied, namely that the owner of an animal was liable for damages caused by the trespass of that animal.

"It is rather difficult to keep in flying hens," observed the presiding judge.

"If you keep them, you must keep them in," retorted the cyclists' attorney. A hen, he contended, was known to be a senseless animal, sure to get in the way if it got on



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to the highway, and he submitted that the lower court was therefore wrong in saying he could not take it as common knowledge that it was the habit of hens to behave in this stupid way. He maintained that the owner of an animal which interfered with the lawful use of the highway and caused an accident was liable for the result, and he submitted that the owner of this hen was liable just as if a man allowed a horse to stray on the highway, and the animal suddenly swerved across the road and upset a cyclist.

The Justice: "But I am not so sure a fowl is an animal."

The Lawyer: "I contend that fowls have no right to use the highway."

The Justice: "The highway is for the use of man and of the animals belonging to man. Take, for instance, the case of a man driving sheep along the highway."

The attorney retorted that it was not a common thing for a man to drive fowls along the highway. No man ever attempted to do so. A pig was bad enough, but there was no use inviting a fowl to walk along the highway. She paid no attention, and only went where she liked.

The Justice: "If my fowls go into my neighbor's fields I am responsible."

Mr. Avory said when it came to the question of user of the highway it could not be contended that fowls had a right to the use of the highway, or to fly across the road at a height of two or three feet from the ground. That would be an unreasonable user. It was as unreasonable a use for a fowl to fly across the road from one hedge to another as if a man turned out a stray horse on a road, and the animal suddenly swerved across the road in front of a cyclist. In either case there was an unlawful interference with the user of the highway by people who were lawfully using it.

The Justice: "The same principle applies to cats, dogs, and other domestic animals. Every chicken, every dog, and every cat that goes upon the highway obstructs it, and must obstruct it, to some extent."

"Yes; but if they use the road in an unreasonable way, as this hen did, the owner is liable," returned the attorney.

The Associate Justice said it was surely not an unreasonable thing to keep hens and chickens. If it were, all he could say was that some thousands of people had been unreasonable for centuries, and he had not heard of their being held to be liable.

The persistent pleader contended that this being true, the owners of the fowls ran the risk, just as did the owners of donkeys, who, for all they knew, had for centuries allowed these animals to wander about commons and highways. He had not heard that any of these people had been held to be liable for an accident caused by one of these wandering donkeys, but it was because the case had never arisen. They took the risk, and they would be liable if an accident were caused by one of those animals. In the same way, if a man allowed his fowls to stray on the highway he must know that they were liable to be frightened and to fly or flutter across the road to the danger of the rightful user of the road.

Without calling upon counsel for the defense, the court delivered its judgment, which was based upon a precedent in which it had been held there was no evidence of neglect on the part of the defendant, and that to entitle the plaintiff to recover damages such neglect must be shown. There was no evidence that the owner of the hen in question could foresee that the fowl was liable to be frightened or if it were so frightened that it would fly into the wheel of a passing bicycle. The associate judge concurring, said it was impossible to say it was dangerous to allow fowls to stray upon the road, as if it were, it would be practically impossible for the business of the farmer to be carried on since it was frequently the case that he had land on both sides of the road which it was necessary for the fowls to cross in getting from one field to another. The appeal was accordingly dismissed with costs, but a stay was granted in view of appeal, upon the usual conditions as to payment of costs.

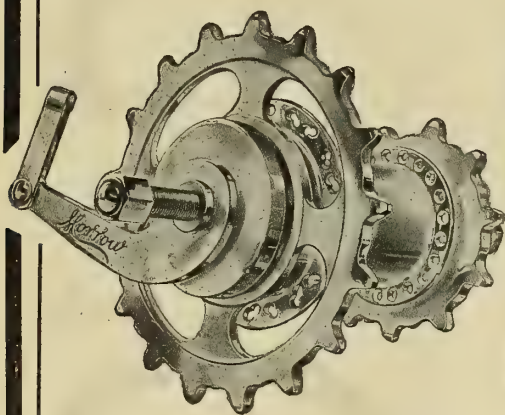
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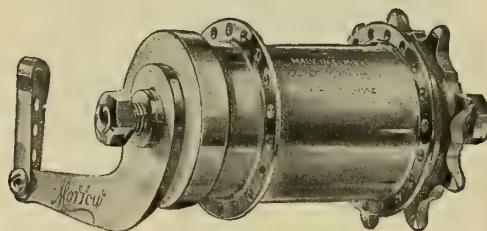
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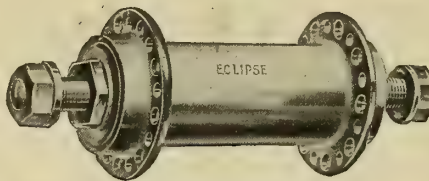
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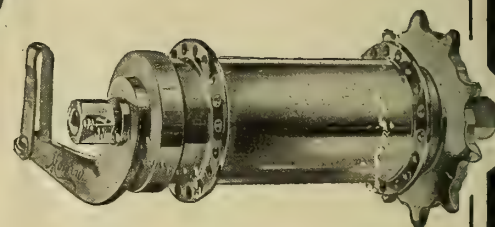
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Even in the heyday of bicycle parades in this country the practice of "passing the hat" was never in vogue. In Great Britain, however, where cycling parades are still in high favor, the habit of taking up a voluntary collection from the bystanders always has been the rule. That it pays, is brought out by the fact that since 1892, the Liverpool cyclists' parades have been the means of raising no less than \$30,000 for local charities, this method of gathering the funds having been carried out exclusively. Outriders from the main body of paraders, carry the hats, and ply the crowd assiduously.

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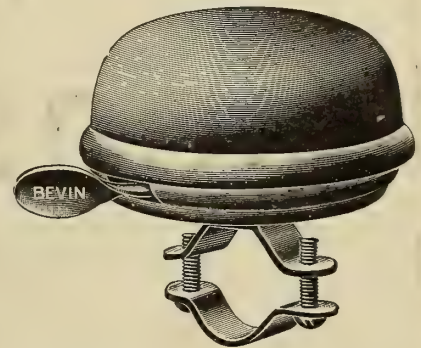
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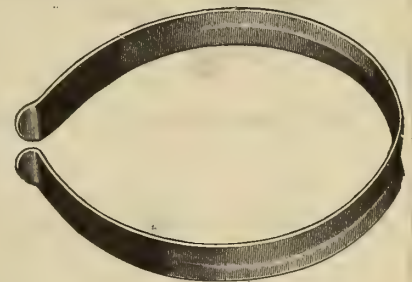
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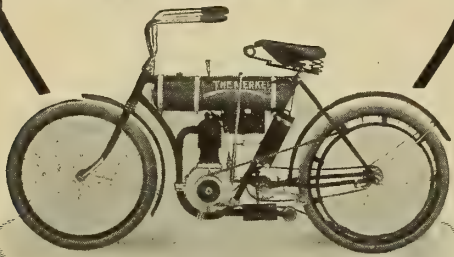
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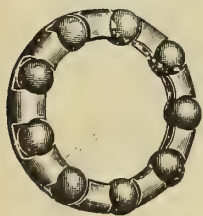
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The Week's Patents.

854,176. Transmitting Mechanism. James A. Papot, Los Angeles, Cal. Filed Nov. 27, 1906. Serial No. 345,317.

Claim.—The combination with driving and driven cranks, of which the driving crank is of greater throw than the driven crank, a lever fulcrumed at a fixed point, a pair of pitman rods connecting the cranks to the lever at the same side of the fulcrum, the pitman rod of the driving crank being at a greater distance from the fulcrum than the pitman rod connection of the driven crank, and a link con

854,432. Motor Vehicle. Georg Roth-Giesser, Berlin, Germany. Filed Feb. 8, 1907. Serial No. 356,312.

Claim.—1. In a motor vehicle the combination of a motor bicycle with a frame having on each side of the motor bicycle a runner wheel and a seat, which seats are arranged as close to the motor bicycle as possible, so that the motor and steering gear can be operated and attended from both seats.

854,599. Gearing for Bicycles, etc. Mikael Pedersen, Dursley, England. Filed Aug. 11, 1903. Serial No. 169,107.

Claim.—1. A gearing for bicycles, motor cars, moeors and the like comprising an axle, a drive wheel, a spur wheel driven by the drive wheel, a planet spindle, a pinion on the planet spindle meshing with the spur wheel, a spur wheel loosely mounted on the planet spindle, a friction clutch causing the united revolution of the last mentioned spur wheel and planet spindle, a spur wheel slidingly mounted on the axle and means to selectively position the sliding spur wheel.

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G. W. COLE COMPANY,

145 Broadway, New York City.



THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

Volume LV.

New York, U. S. A., Saturday, June 15, 1907.

No. 12

GERMANY GROWS GENEROUS

But Its Reciprocal Agreement Applies to American Cycle Wares That Are Not Largely Exported.

In accordance with the terms of a commercial agreement recently entered into by the United States and Germany, a general reduction on the tariff on American products imported into Germany is brought about. These will effect the American exportation of motorcycles and their motors, as well as rubber tires for vehicle wheels, but will not alter the status of the imported American bicycle, which has for so many years loomed large in the "Teutonic eye as a distinct and menacing "American peril," and as few, if any, American motors and motorcycles or tires are being shipped to Germany, the advantages of the agreement, so far as the American cycle industry is concerned, is more apparent than real. By the terms of the agreement, which is a reciprocal one, the new rates go into effect July 1, 1907, and remain in force until June 30, 1908.

The following rates of duty apply to the motorcycle trade and are subject to the same conditions whether the exportation is made directly to Germany, or by way of a third country, provided only that the products are not subject to further manufacturing processes in that country.

For motorcycles weighing each, net 50 kilos (110.23 lbs.) the duty per 100 kilos, or 220.46 pounds, is 100.00 marks, equivalent to \$23.80. Motorcycles weighing over 50 kilos and up to 100, are to be taxed 75.00 marks (\$17.85) per 100 kilos, those weighing from 100 to 250 kilos, or 551.15 pounds, 70.00 marks (\$16.66), and those weighing over 250 kilos, 40.00 marks per hundred, equivalent to \$9.52.

Combustion and explosion motors for motorcycles, weighing per piece, 40 kilos (88.18 lbs.) net weight, will be taxed 75 marks per hundred.

India rubber tires, "for wheels of vehicles; also tire covers, of textiles impregnated or coated with india rubber, or with internal layer of india rubber," will be rated per hundred at 60 marks, or \$14.28.

Arranging the Atlantic City Meeting.

The joint committee of arrangements of the Cycle Manufacturers Association and the Cycle Parts and Accessories Association have about completed the plans for the mid-summer meeting at Atlantic City, August 8, 9 and 10, W. J. Surre, of the C. P. A. A. having visited the city by the sea during the present week and perfected the details at that end of the line. It is thought that the proposal of the automobile people that they be permitted to "chip into" the bicycle associations' entertainment fund and thus make the entertainment a triple jollification, has received its quietus. The automobile accessory association will, nevertheless, hold its meeting at Atlantic City during the same week and the local automobile club is planning a two days speed carnival on the beach, so that unless the suggested bicycle road race occurs, the bicycle interests are likely to be much overshadowed.

Ajaxes Made in Four Brands.

The new line of single tube Ajax tires which is just being launched by the Ajax-Grieb Rubber Co., of Trenton, N. J., and New York City, comprises four brands to meet the varying demands. Their titles disclose the particular calls they are designed to answer, viz.: Ajax Roadster, Ajax Special, Ajax Toughtread, and Ajax Thornproof.

Pope Men in Conference.

The Pope Mfg. Co. has been holding its annual "round-up" at Hartford during this week. All of the traveling men have been in attendance and some entertainment has been sandwiched between the many business conferences that have occurred between the travelers and the factory heads and managers.

WILLIS LIKELY TO RECOVER

Creditors Prove Considerate and a Majority Accepts Offer of Settlement—What His Schedule Shows.

In all probability the E. J. Willis Co., the New York jobbing house which failed several weeks since, will be able to survive its troubles. This prospect is held out by the fact that a large majority of Willis's creditors have agreed to accept the 30 per cent. settlement which he offered, viz.: 10 per cent. in cash, the remainder in notes. The acceptances represent claims amounting to about \$125,000. A meeting of the creditors will be held on June 24th before the referee in bankruptcy at which time it is likely that the future of the company will be definitely decided.

The Willis schedule which was filed this week show the actual liabilities to be \$174,042, of which \$12,114 are secured, and good assets, \$52,214, consisting of stock, \$22,500; fixtures, \$1,000; cash in receiver's hands, \$21,282; good accounts, \$7,432. There are also accounts of \$24,854 which are disputed and uncollectible, and accounts of \$3,572 from creditors, some disputed. Some of the creditors are the Chatham National Bank, for \$12,445, partly secured; Riverside Bank, \$6,114, secured; Metropolitan Bank, \$1,500, secured; Amazon Rubber Company, Lockport, N. Y., \$22,697; Continental Rubber Works, Erie, Penn., \$7,153; International Rubber Company, Milltown, N. J., \$6,597; and Evansville Battery and Electric Company, \$2,897.

Lister Bros. Become a Company.

Lister Bros., who conduct three stores in Cleveland, Ohio, have converted their business into a corporation, the Lister Bicycle Co. The company was incorporated last week under Ohio laws, and with \$10,000 capital. W. J., G. W., J. W., and T. Lister, and E. R. Lewis figure as the corporators.

SOURCES OF WORKSHOP WORDS

Derivation of the Names of Tools and Materials Suggests Interesting History from the Past.

Wamba, the jester in "Ivanhoe," calls attention to the fact that the names of livestock are Saxon so long as they require care or represent labor, but when dressed for the table they are called by aristocratic Norman or fashionable French names, says W. H. Sargent, in a contemporary. Even in our own time the same distinction may be traced. The short, strong, direct, work-a-day words are Saxon, as "anvil," "sledge," "saw," "lathe," "nail," "spade" and "plough." These are a part of the vocabulary of the working class, while the newer words, like "bicycle," "automobile," and "telephone," belong to people of leisure who have time enough to pronounce long names of Latin origin. When these words come to be used for what they represent rather than for their scientific accuracy, they are shortened to "bike," "mobile" and "phone." The many-syllabled words are usually built up out of parts of other foreign words, so as to accurately describe the distinctive features of the object. "Locomotive," for instance, coming from the Latin "locus," place, and "motum," to move; "safety valve" is from the Latin "salvus" or French "sauf" (safe) and "valvus," a leaf; "gas" is from the German "geist," to blow, and because of its airy and unsubstantial character we have our word "ghost" from the same root.

The Romans spoke of "ironing a horse" instead of shoeing, much as we now say "ironing a carriage," and as "ferrum" was the Latin for iron, we come to the "farrier" for horse-shoer. And, speaking of horse-shoer, what a volume of history, what a record of progress is locked up in the word "marshal," the commander-in-chief of the French army, since he, too, was once but a "marechal" or horse-shoer!

There are histories, as well as sermons, in stones. The ancients used small pebbles as an aid in counting and performing other arithmetical operations. These stones were called "calculi," from whence naturally comes our word "calculate." The word "scale" (weighing machine) is unique in that the word comes down to us through two distinct channels, entirely unconnected. The Anglo-Saxons weighed in an even balance, using clam shells for pans. These shells they called "scalu" and the balance, in course of time, came to be called a "scale." The Romans improved upon this primitive balance by adding a sliding poise and by graduating the steelyard into "scala"; that is, steps or divisions. Thus the word scale, either of measurement or of weight, and finally for the second time, the

weighing machine itself was called a "scale."

The word "templet," or more properly "template," is from the Latin "templatus," vaulted, since the masons, then as now, used a wooden form or "template" for laying the arches in a vault. Gradually the name came to mean any form used in laying out or constructing work. Excentric is straight Latin, being from "ex," out of, and "centrum," center, "off center."

Petroleum is from "petra," rock, and "oleum," oil, and tells its own story very neatly.

Conversely "manufactured" originally meant "hand made," and has since changed about, so that it now means almost the opposite, because certainly no large part of the "manufactured" products of to-day are "hand made." We still speak of a shop as employing so many "hands," although we mean, of course, that not only the workmen's hands are utilized, but his arms and legs, his eyesight, his brain and all his faculties of mind and body. Other familiar words have completely changed in meaning. "Crafty" formerly meant having a craft or trade. "Villain" was one who lived in a village. "Rubbish" was the refuse which had been rubbed off and thrown away. "Lumber" takes us back to the time when the Lombards did a general mercantile and banking business all over Europe, a "lumber yard" or "Lombard" yard being the place where their goods were stored.

The "haft" of a knife is the part by which we have to hold it. A "tinker's dam" has not the profane meaning sometimes attached to it, since it once meant a dam of bread or putty around the work which the tinker was soldering, the same as the plumber of to-day forms a mold around cast-iron pipe when running a lead joint. A thing is, therefore, "not worth a tinker's dam" when it is of no more value than this cast-off form or mold which has been used and thrown away.

Many names are given because of the resemblance between the article and some object with which we happen to be familiar. In "dovetail," "bull's-eye" and "butterfly nut" the resemblance is so marked as to need no comment. A "spider" looks the part. A "ram" was born to push and bunt, and the Romans carved the prows of their boats and poles of their chariots to resemble the head and horns of a ram. A "snibel," or snipe bill, is a term sometimes used by blacksmiths to denote a swivle nut and hook. An "alligator wrench" so resembles the toothed and gaping mouth of the alligator that the name seems appropriately applied. This reptile, in turn, received his name from the Spaniards, who, when they first saw one, exclaimed "el lagarto!"—"the lizard." Some English sailors who were on board adopted the word, which they mispronounced "alligator," and the hideous reptile has since borne this name.

"Pig iron" used to be molded in the sand in short, fat bars a few inches apart, all

attached to a main runner or "sow," from which they derived their supply until filled. In this condition they presented more than a fancied resemblance to a litter of sucking pigs attached to the mother sow. The suggestion was too evident to be overlooked, and the name "pig iron" was applied, and will doubtless always cling to iron in this form, although it is now cast rapidly by elaborately designed machinery, with no suggestion of the pig-pen.

Many people received their name from the trade or calling with which they were connected. "Jenner" was once joiner. "Webster" was one who made webs; that is, a weaver. "Currier" was once a worker in cuir, or leather. The old joke has it that the "Smiths" were all produced by the "Smith Manufacturing Co.," but older than this is the fact that the "smith" was one who smiteth, a goldsmith or silversmith being one who beats or smites the metal with a hammer.

There is a record of invention and a history of commerce locked up in the words which are derived from the names of places and people. "Copper" derives its name from the island of Cyprus, once so rich in mines of this valuable metal. "Magnet" has its name from the deposits of iron ore in Magnesia, Asia Minor. "Tramway" recalls the name of its inventor, Outram, and "galvanism" perpetuates the memory of its discoverer, Galvani. "Maximite" is not so named because it is the maximum or greatest of all explosives, but rather because its inventor bore the name of Maxim. These studies into the origin of names should teach us the value of the correct use of words. A "smoke-stack" is a chimney or stack of brick or other masonry for conducting smoke. Any metal pipe for this purpose is properly, therefore, a smoke-pipe. The latter is, however, in such common use, and its meaning is so evident, that it is usually accepted without criticism. We speak of a "bevel" as being any angle whatever, but properly it is any other angle than 45 or 90 degrees. A "dock" is an enclosure into which a vessel is received, and not the surrounding piling or wharfing. To speak of "falling off a dock" is equivalent to saying "falling off a hole!"

A "pair of scales" is incorrect, since only one is meant. A "pair of callipers" is a corruption of a pair of calibres, but is now in such common use that the original form is obsolete. We have used "rosin" for "resin," "shear" for "shore," "spile" for "pile" until both are in common use, and who shall say both are not correct?

November for Next "Olympia."

Monday, November 11, has been set as the date of opening the next Olympia exhibition in London. A proposed scheme of universal decoration, such as is now generally employed in motor car exhibitions in this country has been dropped "for lack of time" to complete the necessary arrangements.

ABOUT THE TELESCOPIC PISTON

However Desirable, It is Scarcely Practical for General Use—Its Advantages and Disadvantages.

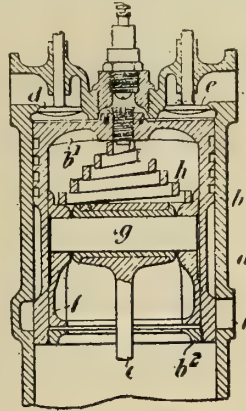
So much interest has been aroused by the abbreviated description of the Marples system of piston construction published in last week's *Bicycling World*, and the evil at which it is aimed is such a general and important one, that a more thorough examination into the principle upon which the device is based, as well as of the remedy which it seeks to apply, is not inapt. In this connection a complete description of the mechanism itself will aid in comprehending its operation somewhat better than the outline previously given could be expected to do.

Referring to the accompanying illustration, it will be observed that the general construction of the cylinder, *a*, comprises an arrangement of the inlet and exhaust valves, *d* and *e*, in the head, with the spark plug located directly in the center between them, and an auxiliary exhaust port, *i*, in the cylinder wall, just at the end of the working stroke. The construction of the piston involves the main or body portion, *b*, which really takes the form of a spider, slidably mounted in the upper or working piston, *b1*, in which it is retained by the junk ring, *b2*, at the lower end. The so-called main portion of the piston takes the place of the plain boss, cast solid with the shell in the ordinary method of construction, and mounts the wrist pin, *g*, to which the connecting rod, *c*, is coupled in the usual fashion. Above the wrist pin bearings and on a suitable shoulder, is mounted the spiral helical spring, *h*, which is fastened by means of a screw plug at the center of the head of the working shell.

The effect of this arrangement is to keep the piston shell constantly at the upper end of its travel so long as the tension of the spring is not overcome by some other force, at which time it will be carried by the motion of the crank, quite to the head of the cylinder, while upon the down strokes it does not uncover the auxiliary port, *i*, but leaves it closed. When the spring is compressed, on the other hand, it must be evident that the working shell instead of rising clear to the top of the cylinder, must leave a certain portion, of its length untraversed, which length corresponds to the amount of travel of the working piston on the main body. Also it appears that under this condition, the auxiliary ports in the wall must be uncovered at the end of the stroke.

Coming to the action of the piston in the regular cycle, at the beginning of the induction stroke, the cylinder pressure being atmospheric, the tension of the spring will be sufficient to hold the working shell at its extreme point of inward travel and

practically against the head. As the crank turns over, it draws the connecting rod and main body of the group downward, carrying along with it the working part. This relation holds until the end of the induction and through the early portion of the compression strokes, when the cylinder pressure finally becomes greater than the tension of the spring, and overcomes it sufficiently to telescope the piston, so that at the end of the compression stroke the spring assumes the form of an ordinary spiral, while the shoulders of the body and shell are in contact. Thus, so long as the cylinder pressure remains above a certain



value, the two parts of the group act exactly like an ordinary piston.

Hence during the following and impulsive stroke, the effects are in nowise different from those produced in a regular motor, and the relation may be supposed to hold until the end of that stroke when the auxiliary port is uncovered and the cylinder pressure suddenly drops. At the same time the main exhaust valve opens and the further drop in pressure so far reduces the load on the spring that it finally expands, the working shell rises ahead of the upward moving body and the rapid expulsion of the remaining cylinder contents follows.

As to the theoretical advantages which may be gained in this way it should be borne in mind that during the suction stroke the spring is extended, so that the volume of gas drawn in may be considered as equal to the piston displacement of an ordinary motor of the same bore and nominal stroke. During compression, however, the spring is compressed, so that at the point of ignition, the clearance volume into which the gas is compressed is just equal to that of the ordinary motor. This is supposing that the telescopic effect is sufficient to secure a secondary piston travel equal to the length of the clearance space in the equivalent motor of ordinary build. Despite this fact, however, the compression pressure will be lower in the case of the new motor than in the old, because the volume of gas compressed is less by this amount.

The explosion pressure may be expected to be higher in relation to compression than in the normal instance, on the other hand, for the reason that the charge is absolutely pure and free from dilution. This increase

in the ratio of compression to explosion pressures, in theory at least, may be great enough to produce at least the same actual maximum pressure in both cases. The ratio of expansion is the same in either case, but the exhaust in the new motor is more rapid, owing not simply to the fact of the cylinder being completely swept out by the piston, but also to the fact that during the exhaust period the piston spring expands, the working piston thus being accelerated, and the actual velocity of the exhaust thus considerably augmented.

Briefly, then, the advantages of the arrangement are: The induction and compression of practically a pure charge, which when fired gives more rapid combustion; a relatively higher maximum pressure, measured in terms of the initial compression; an expansion stroke, longer than that of compression by the length of the clearance space, which permits the utilization of a somewhat greater proportion of the potential energy in the gas; and finally, a complete and rapid exhaustion of the residual gases.

The disadvantages, largely mechanical, are: The added mechanism must involve a certain amount of extra engine friction, which will absorb power, however, only during the compression stroke: the added weight of reciprocating parts, must tend to increase vibration, as well as adding something to the weight of the entire motor; the cost must be greater; the reliability less, owing to the increase in the number of parts; and, where high compression is employed, as is done on air cooled motors of the motorcycle type, the great strength of spring required, must act against the practicability of the system, while the fact that its temper must be able to withstand the high heat developed on the piston head, also is to be considered.

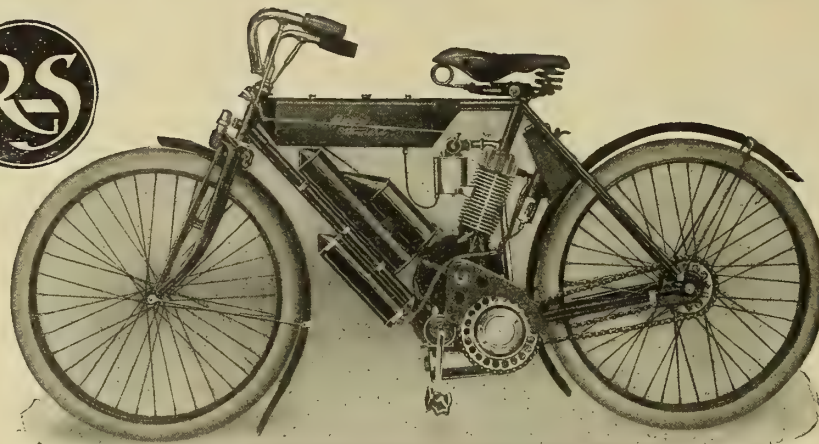
Probably such an arrangement is not to be considered as really practicable for very light motors, at least, as the amount of power gained is problematical. Yet in shedding some light on the intimate characteristics of the Otto cycle, as well as showing some of the possibilities of improvement, it forms a useful basis of study. The first attempt at accomplishing the same result took shape many years ago in the Atkinson engine. Other methods have been attempted since, but it is noteworthy that none of them, so far as is known, ever have survived the experimental stage.

In addition to the attempted development of the variable stroke motor, many other methods have been contrived for scavenging the cylinder at the end of the exhaust period. Many of them are exceedingly ingenious and some are practical to a certain extent, though most of them involve so much mechanical complication as to undo much of the good they achieve. Apparently the fault which it is sought to avoid in this way is as stubborn and permanent as the difficulty which arises from the development of only one power stroke in every four.

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MODEL "B"

SOME INSTANCES

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The only American bicycle to compete with success in the Olympic Games at Athens, Greece, winning three first prizes.

MOTOR CYCLES

"R-S" Motor Bicycles finished first and second in the Altadena (Cal.) Hill Climb, the first contest of 1907.

On May 13th at the motor cycle races at Roswell race track, Colorado Springs, Colo., the "R-S" Motor Bicycle took three firsts out of four races, and made the fastest time of the day against almost every make of machine entered.

If machines of this sort appeal to you, we'll be pleased to forward catalogs and other particulars.

READING STANDARD COMPANY,

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☞ It is better to buy "the best" tire and pay slightly more for it, than to purchase a "cheap" tire and repent later. "The Best" is the most economical in the long run.

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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, JUNE 15, 1907.

Throw Open the L. A. W Doors!

One of the younger element who says he has tried to become interested in the L. A. W. writes The Bicycling World that there seems a disposition on the part of the organization to live in the past, to make of it a sort of association of veterans, of "ancient and honorable artillerymen", a disposition "to put the future behind itself," as he expresses it, and to assume that every living cyclist, even though of recent origin, knows all about the L. A. W. and its good deeds. He asks us to point out one single instance in which an effort has been made to attract to the ranks the new generation of cyclists that has grown up since the heyday of the L. A. W., and, of course, while we would like to be able to do so, we are bound to admit that there is no instance of the sort which can be pointed to.

Our correspondent believes—and we share the belief—that there are many young cyclists who may be easily added to the membership, and who would be proud to wear the badge, if an effort was made to interest them or any opportunity accorded them to share actively in L. A. W. affairs, and who being "new to the game" would find work to do and infuse the or-

ganization with at least a semblance of new life.

All of these criticisms are fair and reasonable, and all the suggestions are valuable and to the point. If the L. A. W. desires to be of the present and for the future, it is quite evident that radical change is necessary and that the best thing that could happen to it would be to install in office some of the comparative youngsters who are of the post-boom generation. The first step in that direction should carry with it the abolishment of the National Assembly, which now is little more than an honored institution. The membership of the L. A. W. is now of such moderate proportions that the annual meetings can be thrown open to all members and every member should have a vote and be eligible to office.

Procedure of the sort would send an electrical current of interest throughout the body and there is no doubt that there would arise two or three youngsters who would make their energy and influence so felt that the L. A. W. could be made more than an honored name. But of course nothing can be done unless one or more of the few veterans who now comprise the National Assembly rises to the occasions and leads a movement to throw the door wide open and invite all to enter and to share in the work.

Gyroscope Principle for Motorcycles.

Considerable stir recently has been created abroad by the invention of a mono-railroad system in which the principle of the gyroscope or spinning top is utilized for preserving the balance of the train. A working model has been successfully demonstrated several times over, and apparently the scheme is flawless, as such revolutionary inventions usually are on first appearance. Naturally the apparent applicability of the same principle to motorcycle construction has suggested itself and not a few brains are heavy with dreams of two wheeled vehicles that will stand alone and with which the art of riding will be pinned down to about the same degree of complication as attends driving a horse and buggy.

In all this two important points are overlooked, however. First, the balance wheels must be very heavy and must be rotated at enormous speeds irrespective of the speed of the vehicle, and second no such arrangement is called for, the average rider being well able to balance himself

and the machine without conscious effort, and in absolute security. It may be possible to construct a gyroscopic motorcycle. But the result would be needlessly complex.

Concerning Change of Exercise.

It was recently stated by an advocate of pedestrianism and gymnastics as against cycling that, while the latter exercise develops one set of muscles, walking and gymnastics will develop all the muscles of the body. The person who only walks or does a few stunts each day in the "gym" will find himself very stiff after his first bicycle ride. As a matter of fact there is no form of exercise that does bring into play all the muscles of the body. However well developed athletically a person may be he has only to try some new or different form of exercise and he will discover muscles that he had no idea existed before. Walking and gymnastics are excellent as far as they go, but they should be taken in conjunction with, rather than in opposition to, cycling. An occasional change of exercise, bringing fresh muscles into play, is always beneficial. American racing men are given to walking and running as a change of exercise, while the foreign racer will never walk a block if he can avoid doing so.

These are days to make men rub their eyes. First, Morris & Grinberg resurrect and "unload" on the New York police department the Eagle bicycle, which "died" nearly three years ago, and now John Wanamaker, a big merchant of a wholly different class, has dug up the Barnes White Flyer. He advertises that at a bargain he bought 1,000 of the Flyers and is selling them at one half of the previous lowest price for which they ever were held. "Every man who knows bicycles, knows the Barnes White Flyer," he declares. But every man who "knows bicycles" knows that the Barnes White Flyer was "killed off" and quietly interred about ten years ago. Is it possible that a "bicycle graveyard" has been discovered or that a nameplate plant is working overtime?

A new nut to fit almost any part of a bicycle may be had of the nearest hardware dealer for a few cents, but it may take the price of a new wheel and a lot of time and doctor's bills to equalize the damage done when one is lost. They are insignificant little things anyhow, but it pays to keep them tight for all that.

CORRESPONDENCE

About Telescoping Pistons.

Editor of the Bicycling World:—

Without having any further knowledge of the Marples system of piston construction than that given in your issue of June 8th, it would be perhaps, extremely difficult to pass an opinion on the possible success of same in actual work, but a fairly good conception of the principles involved can be gathered by a careful study of the article. Aside from the mechanical difficulties involved in the manufacture and proper operation of such a device, it would seem very apparent that the complete scavenging effect produced would certainly result in material benefit by expelling all or the greater part of the old charge, thereby providing a clean space for the incoming charge, which should not suffer from any dilution or premature heating, etc. At the same time, it might be well to consider carefully what, if anything, has been lost in procuring such an advantage, for the suction power of the next operation of the four cycle engine, may have been greatly lessened. The upper or telescopic portion of the piston will have pretty nearly filled the carburation space, at least that portion of it which is contained within the cylinder itself, when the exhaust stroke is completed, and that upper piston must necessarily pass the port before any great suction will occur and this suction will also cease earlier, for when the main piston is entirely down, the spring or springs will remain in tension and the telescopic part would be no aid in pulling in as great a charge as possible and in fact, by reason of the shortening of space involved, would not make as complete a suction stroke as an otherwise ordinary piston would accomplish. It is quite understandable that the compression stroke can within certain limits be varied by the amount of compression to which the springs may be adjusted and in this respect the arrangement may have quite some value in permitting some variation of compression for different work to be performed by the same engine, when tuning up for road speed or hill climbing, etc.

During the explosion stroke, it is clear that the telescope will immediately collapse at the moment of firing, and probably remain completely closed during the greater part, if not entirely so, to the end of the stroke, and if it did not, some further gain might be derived by getting more force on the end of the stroke by the expanding power of the propelling charge acting on the decrease of stroke due to the lessening space caused by release of spring tension. It would be necessary in such piston construction to have a space in the circumference of same in which this telescopic action would take place and such space might be detrimental to the desired tightness between piston and cylinder.

The main position of the piston would have to carry a piston ring and the upper part at least one piston ring to insure proper tightness, with the telescopic space between the two parts, which space would be more than the equivalent of another ring space, and this space for such telescopic action would necessarily provide quite a receptacle for any oil which might pass the lower piston ring on the exhaust stroke and such oil would escape to the cylinder walls on suction stroke, to be further ejected during compression in the power stroke by reason of the closing up of telescope.

It is barely possible that such action would occur and that it would eliminate much chance of any oil getting above the upper piston ring with its consequent bad effect on spark-plug and valves. The designer may have had this in mind or perhaps "built better than he knew," for if such an effect can be obtained, the perfection of cylinder lubrication has been secured and the defect suggested by the decreased length of the suction stroke, can be overcome by increasing the size of inlet valves.

Such results would warrant the overcoming of any possible difficulty in the way of constructing telescoping pistons, if the "Marples system" has not already accomplished same, for the thorough scavenging is worth all extra cost, to say nothing of the suggested improvement in lubrication.

E. W. CARRITT, Brooklyn, N. Y.

Editor of the Bicycling World:—

The account of the Marples system of piston construction in your issue of the 8th inst. was rather interesting to me, as I had such a device brought to my notice by an American inventor of the name of Hopkins some years ago. If my recollection serves me I think it was about 1900. I also ran across a French patent of a somewhat earlier date which, although the construction was somewhat different, possessed substantially the same principle. In this case, however, the piston and connecting rod were of ordinary construction, but the cylinder head was formed by a piston which was kept to its forward position by means of a spring.

Everything considered, however, it is doubtful if the game is worth the candle, and for the following reasons: In the first place 90 pounds compression is not uncommon in motorcycle practice. This means that the ratio of total cylinder volume to clearance is in the ratio of one to seven, and of piston displacement to clearance of one to six. These figures are approximate. Now it would be impractical with even such a device as the Marples to reduce the clearance on the exhaust stroke absolutely to zero, owing to the necessity of having space to operate the valves, etc.

Now let us consider the amount of charge drawn in under the two systems with motors of equal bore and stroke. Suppose that in both cases no heating of the

COMING EVENTS

June 22, Providence, R. I.—Providence Motorcycle Club's track meet; open.

June 23, Valley Stream, L. I.—Roy Wheelmen's 5-mile road championship of America; scratch (N. C. A. sanction).

July 4, Atlantic City, N. J.—Atlantic City Wheelmen's 25-mile handicap road race; open.

July 29, Boston, Mass.—League of American Wheelmen's reunion.

July 30-31, New York City—Federation of American Motorcyclists' national endurance contest, New York to Providence, R. I.; open.

Aug. 1, 2, 3, 4, Providence, R. I.—Federation of American Motorcyclists' national meet.

charge takes place during admission and that the pressure is atmospheric at both the beginning and end of the suction stroke. A little reflection will show that in either case the amount of charge drawn in will be equal to the piston displacement. Therefore the only hope that we can have to gain power with this device owing to increasing the amount of the charge drawn in will be owing to the slightly stronger suction and also owing to the fact that the new charge is heated less during the admission stroke because of the absence of the old charge. It is probable that the heat of the cylinder walls plays a much more important part in the heating of the incoming charge than do the residual gases from the last explosion. It is probable, therefore, that we have little to gain from this device in increasing the amount of the charge drawn in during the suction stroke. As for the amount of old charge left in the cylinder after the exhaust stroke, probably fifteen to twenty per cent. is nearer the truth than thirty to fifty. The only other ways in which we can hope to gain by the use of this device is owing to decreasing the time of combustion and reaching a somewhat higher explosion temperature and pressure. As for using a uniform compression this seems to me to be impractical owing to the extremely powerful spring that would be required. Taking the area of a piston at five square inches and the compression pressure at 90 pounds this would require a spring exerting 450 pounds.

Taking into consideration therefore, the desirability of keeping the weight of the reciprocating parts as low as possible in order to obtain a good balance, also the increased cost and weight of this device, I believe that from a practical standpoint better results could be obtained in weight per horsepower and fuel economy by putting the same money into a somewhat larger engine of the ordinary type.

H. H. BROWN, Boston, Mass.

MOUNT WILSON IS CONQUERED

Motorcyclist Laudenclos Blazes Way to the Top and Others Follow Him—Feat is Venturesome.

Mount Wilson has been "conquered" by the motor bicycle, or rather by several of them. For ages it has reared its head so high above rose bedecked Pasadena, Cal., and the surrounding country that its apex was supposed to be beyond the limits of not only man's muscles, but beyond the capacity also of even the herculean little motor which during latter years has been attached to a bicycle to make easier his going up grades of all sorts. Cyclists continue to view it with awe, but since May 26 it has lost much of its terror for motorcyclists.

On that date, Edward Laudenclos, a Pas-

motorcyclists had only been waiting for some one to blaze the way, to show how comparatively easy of accomplishment is the feat. Since Laudenclos made his ride the mountain has been scaled by several



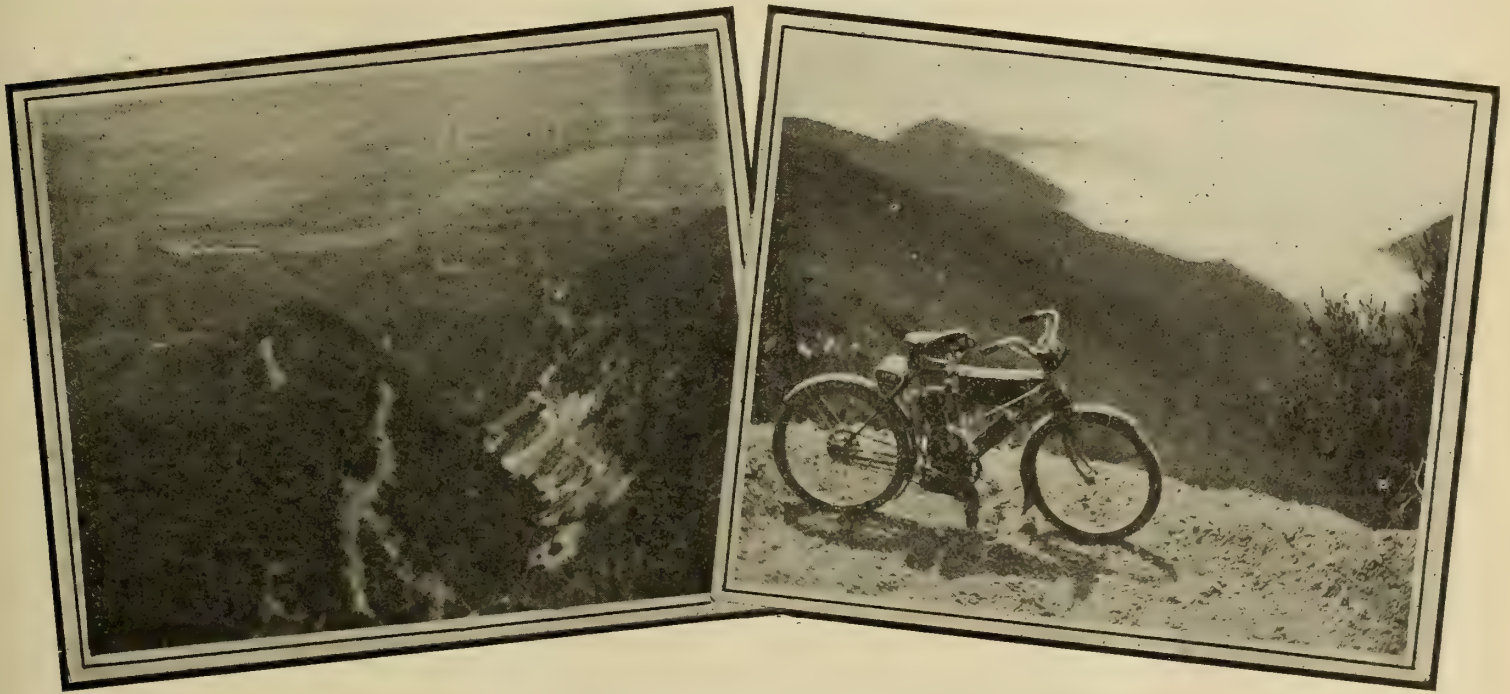
LAUDENCLOS ON THE SUMMIT

KIRK AND COLLINS START WEST

Cross-Continental Head for Golden Gate—But First Day's Journey Was Not Very Recordlike.

Otto Kirk and Joseph Collins, the two young Brooklynites, who are attempting to break the transcontinental record of 37 days 14 hours and 15 minutes from New York to San Francisco, finally got started on Sunday morning last, 9th inst. They are earnest in their endeavor to reduce the bicycle time from coast to coast, but that they will fail in the effort is the opinion generally.

The start was made from the City Hall in Brooklyn last Sunday morning where a large number of theatrical folk and cyclists were on hand to see them on the way. The start should have been made at 7 o'clock,



PICTURESQUENESS OF THE ASCENT OF MOUNT WILSON

adena motorcyclist, rode his R-S motor bicycle up the newly widened trail of the nine-mile toll road, fraught with many possibilities, in 61 minutes. The height of the summit is 5,886 feet. Returning he rode all the way down to the base by coasting and frequently applying the brake. The accompanying photograph was taken at the summit with the Wilson's peak monument in the foreground—conclusive evidence that the feat was accomplished—while the other pictures give some idea of the venturesome nature of the going and the location of the road, to say nothing of the magnificent panorama that rewards those who "scale the height."

Although Laudenclos was the first person to propel a vehicle of any kind up Mount Wilson, it appears that Pasadena

motorcyclists, and even an R-S motorcycle fitted with a tandem attachment and carrying B. J. Werner, a local rider, and his wife, successfully negotiated the long, steep climb without undue trouble and despite its double burden.

Getting Ready for San Jose's New Track.

San Jose, Cal., will have its new bicycle track and athletic field completed by July 4, it is hoped, when a series of track races will be held. The Garden City and Motor Cycle Club, who are financing the project have leased a thirteen acre tract on the Monterey road near Phelan avenue, San Jose, and work will be commenced at once as plans for the field, track and stands have been drawn for some time in contemplation of securing a suitable site.

but Kirk and Collins did not get under way until 8:15, reaching New York's City Hall at 8:25. About a dozen riders accompanied them part of the way.

From Jersey City the cyclists passed through Newark, Morristown, German Valley and Hackettstown, where Collins had his first mishap while going down a hill about five miles the other side of this place. His front wheel broke and he and Kirk laid by for repairs, while Fred E. Mommer, Emile Leuly, Joe Noe and E. G. Grupe, who had accompanied them this far, pushed on, reaching Newton, 70 miles from New York, at 8 o'clock. There they were informed that no train could be gotten for New York that night, but that they might catch one at Stanhope, 12 miles distant. Leuly had been having trouble with

his spokes, and had been considerably worried by a tiresome discourse on the relative values of United States and Roman history by Grupe, he decided to "hoof it" to Stanhope. At Stanhope no train could be gotten until the next morning, so Mommer, Noe and Grupe put in for the night, the first two returning to New York in the morning, while Grupe set out to rid his bicycle back.

As has been detailed in the *Bicycling World* at some length Collins and Kirk are two young theatrical workers who conceived the idea of utilizing their vacation by attempting the record from coast to coast. While both are hardy riders and the kind that does not readily quit, neither fancies hill climbing. As there are one or two hills to be encountered between New York and San Francisco, those that know the capabilities of the riders do not think that they will break the record, although they do not doubt but that Collins and Kirk will reach the other coast on their bicycles.

"Outlaws" Make Sport for Themselves.

The supposedly-defunct Park Circle Club of Brooklyn, re-ran its outlawed 20-mile handicap road race over a course between Springfield and Bellmore on the Merrick road, Long Island, last Sunday, 9th inst. The race originally was started on May 19th, but was stopped by the police at Freeport and last Sunday it was held over a different course without interference. As it was an unsanctioned race and one in which suspended riders were allowed to ride, it did not attract many well known riders, but was responsible for putting a lot of unknown riders under the ban of sports governing organizations. Here is the way the riders finished:

	Hdcp. min.	Time.
Leonard Albert	9	1:03:06½
F. J. Jones	7	1:01:07½
W. Cummings	8	1:02:07½
W. Norton	4	0:58:07½
John Brennan	4	0:58:08½
D. Brandt	8	1:02:08½
Peter Smith	7	1:01:39
C. Carman	9	1:03:39½
George Kovarik	7	1:01:39½
August Hany	9	1:01:40
Frank Hany	6	1:00:17½
John Eubank	4	0:59:17½
E. C. Kays	6½	1:01:48
L. J. Weintz	Scratch	0:57:23½
Carl Ericson	4	0:59:18
Thomas Smith	Scratch	0:57:23½
F. W. Peterson	7	1:00:29½
A. R. Wilcox	Scratch	0:58:29½
James Zanes	Scratch	0:58:29½
F. Fischer	Scratch	0:58:30

Suggestiveness in These Names.

Without making any odious comparisons it might be of some interest to note that at the Crystal Palace, London, on June 2, a rider named Dirty, finished fourth in a race there while another with the similar name of Stinking was next. Rottenaents finished last. Notsilly preceded Dirty and Stinking over the finish line.

ROYS' RACERS WERE MISSING

**But the Emergency Was Promptly Met
and an Open Event Resulted—Tigers
Also Made Dust Fly.**

That things are not always what they are intended to be was exemplified on the Hoffman boulevard, near Jamaica, Long Island, last Sunday, 9th inst. On that day the Tiger Wheelmen, Roy Wheelmen of New York and the Three P's, had planned a joint club run to Oppers on the Hoffman boulevard, to be followed after dinner by two five-mile club races, one for Tigers and the other for Roys. The run was a big success, nearly a hundred cyclists being in line, and the Tigers held their club race, but the Roys didn't. They promoted an open race, however, that proved the feature of the day and it developed a hitherto unknown rider, who shows the earmarks of a good rider.

When it came time to hold the Roys' club race a number of the riders had mysteriously disappeared, and for a time there threatened to be no race. Then a happy thought struck some one to promote an open race, and as Chairman R. F. Kelsey of the Board of Control of the national body was on hand, the Roys applied for a sanction and got it and fourteen riders, with the limit men on three minutes, faced the starter. Young Arthur Hintze, Tiger Wheelmen, Charles Flory, Roy Wheelmen, and Charles Swords, were the first to get the signal, and before the first turn, one mile, was made, Hintze had shaken his bunch and was riding fast with no one ahead of him. Hintze was alone when the starting point was reached on the return leg and he made the last turn, 1½ miles west of Oppers, alone. It was here that the most of the other riders bunched.

Hintze kept up his winning ride and crossed the tape in 16:00, a half minute ahead of Maurice Rosenblum, who rode a splendid race from the two-minute mark. George McAdams, Tiger Wheelmen, was only one second behind Rosenblum. Young Hintze rode the three-year-old Reading Standard bicycle upon which his brother, Herman, last year won the century mileage competition of the Century Road Club of America.

Charles Nerent and Charles Schlosser of the promoting organization were the only riders on scratch, but Schlosser soon got enough. The road was like a "bump the bumps," so Nerent's time, 14.09, was not so bad, considering the conditions. Nerent who also rode a Reading Standard bicycle, established a five-mile record. The summary:

1 Arthur Hintze	3:00	16:00
2 M. Rosenblum	2:00	15:31
3 Geo. McAdams	2:30	16:02
4 R. Carlson	2:00	15:08
5 Charles Nerent	Scratch	14:09

6 R. J. Hughes	0:30	14:40
7 George Henry	0:30	14:40½
8 George Gunzer	1:00	15:29
9 C. M. Schlosser	Scratch	14:30
10 Charles Flory	3:00	17:33
11 Nick Kind	1:00	15:44
12 F. L. Valiant	2:30	17:34
13 Job Berlenbach	2:30	17:35

The Tigers' closed club race, run over the same distance and course, but which was open to members only, resulted in a victory for E. Higgins, a young lad who had the limit, three minutes. Higgins rode a race very similar to Hintze in the previous event, and crossed the tape 16 seconds before R. Carlson. His time was 17:00. Samuel R. Morrison and George Henry were the honor men and the former finished in fourth position and beat his fellow marker by over half a minute. Morrison's time was 14:19. Young Hintze lost a very good chance of winning his race by not being on his mark when the riders were called. Hintze did not show up until some minutes after the scratch men had departed, but rode just the same and was timed for the distance at 14:59, showing that henceforth he will be a factor to be reckoned with. The summary:

1 E. Higgins	3:00	17:00
2 R. Carlson	2:00	16:16
3 Geo. McAdams	2:00	16:16½
4 S. R. Morrison	Scratch	14:19
5 George Henry	Scratch	14:54
6 N. Kind	1:00	16:01
7 L. Mantner	3:00	17:32
8 A. Barton	1:00	16:53
9 Job Berlenbach	2:00	18:37
10 Arthur Hintze	3:00*	14:59

* Started 3 minutes after scratch.

Club Strife of the Right Sort.

L. Randall's team won the team club relay race held by the Bay City Wheelmen at the Stadium, San Francisco, June 2. Daggett's aggregation got second place, while Sullivan's bunch had to be content to show. In the ride-off between members of Randall's team to decide the prizes, Schiller took the place from Randall, who won over Sward. The four teams competing were made up as follows: Spellman's team—W. Spellman, F. H. McLaughlin, George Cushman and Dave Cushman. Sullivan's team—F. Winterstein, A. Mesigal and A. Schu-ert. Daggett's team—A. Daggett, A. Halstead, L. Vannier and C. Waite. Randall's team—L. Randall's team—L. Randall, C. Schiller, W. Sward and George Wagner.

Two New Yorkers Leave for Salt Lake.

Salt Lake City's amateur ranks are about to receive two notable additions. Frank W. Eifler and Augustus F. Duester, of the Century Road Club Association, two of the fastest road riders in the East, left New York City on Thursday afternoon, bound for Zion, which they should reach Sunday night. Eifler and Duester did not make any great fuss in leaving; in fact, only their relatives and one or two intimate friends knew that they intended to measure speed with the Mormon cracks.

BAD WEEK FOR AMERICANS ABROAD

**Bardgett the Only One to Show in Front—
Taylor Still Losing and Walthour
Falls Once More.**

Walter A. Bardgett, who went to Europe with Joe Fogler, has scored his first victory on this second visit to foreign shores. He won the international race at Bourg on June 2 and finished second in the handicap from scratch, beating in both instances a former compatriot, but one of another color. Hedspeth was the vanquished one. The international scratch race for professionals was the feature, and Bardgett, Badoux and Lequatre qualified in the three heats, Hedspeth winning the repechage and thus getting into the final. Bardgett won the final by about a foot from the negro, with Badoux third and Lequatre fourth. Mandels, a long marker, won the one kilometre handicap, Bardgett, on scratch, finishing second, and Hedspeth, from 10 metres, third.

"Major" Taylor suffered another defeat at Charlottenbourg, Germany, on June 5, being beaten by Ellegaard, Vanden Born and Scheurmann. The race was run in preliminary heats and a final, and the first was won by Ellegaard over Doerflinger. Vanden Born beat Dupre in the second and Taylor finished first in the third, Scheurmann qualifying in the repechage. Ellegaard won all three heats of the final, with Vanden Born and Scheurmann, second and third, respectively, in each. The American negro brought up the rear each time. The classification by points; Ellegaard, 6; Vanden Born, 6; Ccheurmann, 9; Taylor, 12.

Louis Mettling rode in the 50 kilometre paced race at the Steglitz track, Berlin, on Sunday, 2d inst., but was defeated by Schipke, a local rider. Stellbrink was third. The 100 kilometre "Chaine d'Or, in which Nat Butler, Guignard, Robl and Dickentmann were engaged was interrupted by rain after it had been run 49½ kilometres. At that time Robl was leading in 34:01, with Dickentmann second, Guignard third and Butler fourth. The race was finished on Monday and Dickentmann won from Butler by 500 yards in 1:10:14. Guignard finished third and Robl fell.

By winning the hour race at the velodrome Buffalo, Paris, on June 2, from Menus Bedell, Louis Darragon, champion of France, won \$500 besides what he got from his very liberal contract. In the hour Darragon covered 69 kil. 990 against 67 kil. 600 from the American. Simar and Verbist finished behind in this order. Floyd Krebs and Oscar Schwab were the only Americans to ride in the scratch race and they were shut out in their respective heats.

Joe Fogler made his debut as a pace follower at Nantes on June 2, but on account of defective pacing neither he nor Tommy

Hall had a chance to show to advantage. The race was at 50 kilometres and was won by Antoinie Dussot by a lap and one-half over Hubby. Fogler was third and Tommy Hall fourth. Time 55:12½.

"Bobby" Walthour evidently is "hoo-dooed." He had just recovered from a fall and made his re-entrance at Plauen on June 2d. In the first heat of the motor paced race Walthour received a bad fall and was painfully injured, though not seriously, it is stated.

Spirited Sport on Dirt Track.

A. J. Seldney, riding with a handicap of 120 yards, won the five mile handicap that formed the feature of the annual spring club meet of the Century Road Club Association, held on the Edlich track at Valley Stream, L. I., on Sunday last, 9th inst. Seldney's time was 14:26½. Charles Nerent furnished the surprise of the meet when he defeated Frank W. Eifler by two inches in one of the always interesting miss-and-out races. The quarter mile dirt track was in fair condition and a big crowd saw an interesting set of races.

A one mile four man relay between teams representing the Eastern and the Long Island divisions was the first event and it was during the third relay that Hawkins, E. D., succeeded in passing I. Lewin, L. I. D., giving his successor, Seldney, a lead of 50 yards over Hink for the last lap. The Eastern Division was declared the winner as Seldney made good the lead.

Eighteen riders lined up for the start of the five-mile handicap. In the third lap Frank Eifler jumped the scratch bunch and attempted to overhaul the long markers when he slipped and fell after a hard sprint. A. J. Seldney and Edwin Lowe headed the procession most of the way and by good brain work kept in front until the finish, when Seldney won out in the sprint by a few inches.

The miss-and-out race furnished the usual excitement and resulted in a sprint at the end of each lap, as the last man around each time was called off. Nerent furnished a genuine surprise when he defeated Frank W. Eifler by only two inches at the finish, with Charles Martin and F. C. Graf close up for third and fourth places.

One mile team relay—Won by Eastern Division (Martin, Bauldauf, Hawkins, Seldney); second, Long Island Division (Card, Glunz, Lewin, Hink). Time, 2:32½.

Five mile handicap—Won by A. J. Seldney (120 yards); second, Edwin Lowe (140 yards); third, J. M. Eifler (scratch); fourth, H. Hink (80 yards); fifth, J. B. Hawkins (140 yards). Time, 14:26½.

Miss-and-out—Won by Charles Nerent; second, Frank W. Eifler; third, Charles Martin; fourth, F. C. Graf; fifth, William Jehn. Distance, 2 miles. Time, 6:50½.

One mile consolation—Won by M. S. Walters; second, L. Card; third, M. Benjamin; fourth, G. Glunz; fifth, Peter Wolenschlager. Time, not taken.

KRAMER AND CLARK SHARE HONORS

**Each Takes a First at Salt Lake, but
"Donkey Work" Beats Kramer
in One Event.**

Salt Lake, June 5.—American Champion Frank L. Kramer and Australian Champion Jack Clark shared honors at the second meet at the Salt Lake Palace saucer last night. Kramer won the half mile open while Clark finished first in the two mile handicap.

Kramer was really the star performer of the evening for in the two mile handicap he started with Lawson from scratch, Clark being on the 30 yards mark. None of the back markers showed any desire to set the pace so the donkey work fell on Kramer who was fast cutting down the limit men when he tired. Lawson and Clark, who had been sleigh riding went to the front and Clark won as he pleased with Lawson taking fourth place.

Kramer won the half mile open in 58 seconds, crossing the tape a wheel's length to the good. Clark, Downing, Hopper and Pye in the order named, finished close together. Worthington Longfellow Mitten, the Davenport, Ia., hero, distinguished himself by winning the one mile invitation. Mitten was picked to run last, but at the proper moment the little fellow fancied he saw his name in big letters in the headlines of his home paper and he just sprinted to win. The result: Gus Lawson, Fred West, Ben Munroe and Saxon Williams numbered among the also rans. In the amateur events Mayer won the quarter mile and Giles finished first in the one mile handicap, starting from the 20 yard mark. The summaries:

Half mile professional—Won by Frank L. Kramer, East Orange; second, A. J. Clark, Australia; third, Hardy K. Downing, San Jose; fourth, Norman C. Hopper, Minneapolis; fifth, Ernest Pye, Australia, Time, 0:58.

One mile invitation, professional—Won by Worthington Longfellow Mitten, Davenport; second, Fred West, Salt Lake City; third, Gus Lawson, Buffalo; fourth Saxon Williams, Chicago; fifth, Ben Munroe, Memphis. Time, 2:21.

Two mile handicap, professional—Won by A. J. Clarke, Australia (30 yards); second, S. R. Wilcox, Salt Lake City (110 yards); third, C. L. Hollister, Springfield, Mass. (85 yards); fourth, Iver Lawson, Salt Lake City (scratch); fifth, Saxon Williams, Chicago (110 yards). Time, 3:53.

Quarter mile amateur, open—Won by Mayer; second, Walter DeMara; third, King; fourth, A. Crebs. Time, 0:31½.

One mile handicap, amateur—Won by P. Giles (25 yards); second, Morris (75 yards); third, Walter De Mara (20 yards); fourth, King (90 yards). Time, 2:02½.

GATHERING IN LAMPLESS RIDERS

Hartford Bicyclists Feel the Force of Connecticut's "Lantern Law"—How One Arrest Was Balked.

While for some years Connecticut has had a "lantern law" the terms of which compel all rubber tired vehicles to carry lights at night and which naturally applies to bicycles, the statute for a long time has been honored more in the breach than in the observance. Cyclists used to have occasion frequently to feel the vigor of its provisions, but latterly the police paid so little attention to night riding without lanterns that the newer crop of cyclists were most of them ignorant that such a law was on the books.

Now, however, the Hartford police, in connection with a new set of street traffic ordinances and because of the rapidly increasing number of bicyclists on the streets, is rigidly enforcing the law, and many riders have this week been hauled before the police court for not having lanterns. Over thirty arrests were made Wednesday night, and the station house was filled with bicycles left by the unfortunates as bail security.

Many were the excuses offered by the lampless ones as to why they should not be arrested. When an officer started to arrest William Ashmore, the latter begged that he be not detained as it was very necessary that he hurry to his sick mother. The sympathy that this plea was calculated to arouse was considerably diminished when somebody volunteered the information that Ashmore's mother is living in England. As one after another the luckless riders filed into the station house, representing all degrees of business and social prominence, the funny features of the occasion began to impress the crowd, and as each new victim came in he was hailed with laughter and welcomed into the gathering. Several drivers of rubber tired vehicles were also arrested.

A knowledge not only of the law but of astronomical data as well gave a Hartford Courant employe a chance to open the eyes of a policeman. As he was hurrying home in the early morning, he was hailed by a vigilant copper who yelled:

"Here, you! Where's your light?"

"I don't need any," responded the bicyclist.

"Yes you do," returned the policeman, "and I'll have to take you to the station house."

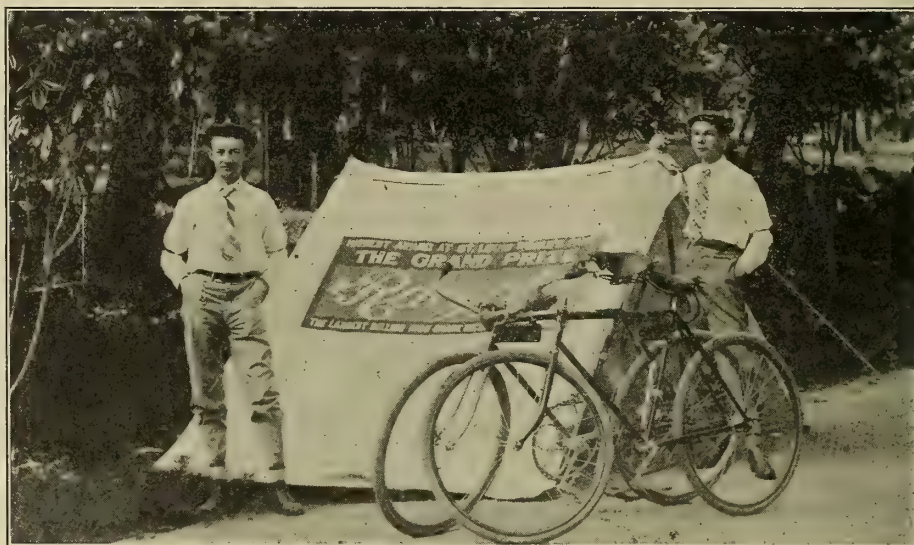
"You won't do anything of the kind," replied the rider. "What you need is a searchlight to enable you to look up the law. What time does the sun rise this morning?"

"How do I know?"

"Well, it rises at 4.15, as you will find by the tables. It is now 3.30! So long."

And he spun along, leaving the officer's companion—another policeman—shaking with laughter. "An hour before sunrise and an hour after sunset" are the limits of the law.

This incident recalls a similar effort to confound a policeman that was made a few years ago shortly after the law went into effect and when the police were very active in arresting offending bicyclists. Since the law applies specifically only to rubber tired vehicles, an enterprising rider figured it out that if his bicycle were equipped with tires of some material other than rubber he would be immune from its provisions. Having worked out



HASS AND OVERBERR WITH THEIR TENT

this proposition to his own satisfaction he set about to get some financial advantage from his discovery. To this end he pooh-poohed the law to his cycling companions, many of whom had suffered fines, and finally succeeded in making a bet with some of them that he could ride his machine through the Hartford streets at any time of the night without a lamp and not be fined for it even if he were arrested.

When the time came for his demonstration, his friends lined up along the curb as he pedalled back and forth past one of the most vigilant coppers in the city and one who made a specialty of arresting bicyclists without lamps. He was promptly taken in hand, whereupon he patiently explained to the minion of the law that the statute applied only to rubber tired vehicles while his bicycle did not have rubber tires, but was shod with rope on the rims, and that therefore he was not liable to arrest. The officer, however, was dull to the logic of his plea and hurried him to the station house. What was more, the judge next day ruled that any bicycle was a rubber tired vehicle within the meaning of the act, and gave him an extra stiff fine for trying to be frivolous with the legal machinery.

CYCLIST CAMPERS CARRY OUTFIT

Two Texans Enjoy the Pleasures of a Promising Pastime—Folding Tent for Ten Day Trip.

While abroad, cycle camping expeditions are quite popular, they are not much encouraged in this country. Nevertheless, despite their lack of popularity, they afford a most delightful means of spending anywhere from a day or two to two or three weeks entirely in the open air, at low cost, and with the pleasures of cycling added to the benefits of camp life. The two men seen in the picture, Oscar Haas and Her-

mann Overberr, both of New Braunfels, Tex., are proving the delights of the pastime for themselves. They have just set forth on a ten days' excursion of this nature carrying with them all the necessities of life yet without being so encumbered as to make life or the trip anything of a burden. The tent, which is the biggest part of the cycle camper's problem, in this case can be folded up into a package 21 inches long, by 6 inches thick. The tent poles are folding, and take up very little space. The trip in hand, includes visits to no less than six different counties, with a possibility that four more may be crossed or at least touched upon, and all within the ten days time limit. This sport has come to assume such proportions in the British Isles that several healthy clubs have been formed for the exclusive purpose of encouraging it, while the parent organization, the Cycle Campers Association, is in a very flourishing and prosperous condition.

"The A B C of Electricity."

"The A B C of Electricity" will aid you in understanding many things about motors that may now seem hard of understanding. Price, 50 cents. The Bicycling World Co., 154 Nassau Street, New York City. †

PILGRIMAGE TO PIKE COUNTY

St. Louis Club's Annual Trip to the Famous District of Fine Roads—Veteran Harding "Gets Gay."

St. Louis, Mo., June 10.—Every Pike county tour begins with a race between Mississippi packets for the Alton wharf, and while safety valves are now no longer chained down, nor furnaces fed with hams, bacon and other highly combustible portions of the cargo till the stacks are red hot and flaming like torches, there still is spice and interest in this 25-mile run up the river between several boats almost evenly matched and incapable of a speed of more than seven miles an hour.

As usual, and not at all to the liking of the wheelmen on board, the boat carrying the St. Louis Cycling Club up to Louisiana last Saturday reached the goal almost a quarter of a mile in the lead of the other two boats making for the same port. Had the old craft only been outdistanced some hopes might have been entertained that Louisiana, some 100 miles up, would not be reached till a decent hour of the morning.

Only one who had made merry or been lured into the annual poker game, or otherwise participated in the revelries that are carried on in high order till long after midnight, that constitute features of every Pike county tour, knows how it feels to be chased out of a comfortable berth at 5:30 a. m.

It was a most delightful summer evening to be on the river, and the crowd remained out on the hurricane deck, enjoying the breeze and swapping stories till almost midnight, when a storm gathered that sent to bed the few who love peace and ease. Soon the wind howled, and it thundered and lightened and poured. It was hoped that the wind might delay the progress of the boat, for the steady throbbing of the engine made it plain that the pilot had no respect for the weather god. That breeze must have been straight from the south, for it was but a little after "cocks crowing" in the morn that long blasts from the whistle announced the up-river landings. Clarksville was reached at dawn. And it was now settled that we would be unloaded long "befo' breakfas'."

A misty, gray, gloomy morning, an overcast sky, pools of water everywhere, an array of serious faced wheelmen, silent as though dumb, and all afflicted more or less with Katzenjammer, such was the early morning scene at Louisiana. Of course the town was still in slumber, and all that could be done was to repair to a bakery shop where it was hoped the stimulating properties of strong black coffee might elevate spirits.

Soon the place was cleared out and the proprietor left to compose an excuse to

offer his regular customers. The next order of business was for the weather sharps to scan the heavens and issue a forecast. They gave it as their opinion that conditions were favorable for an all day, never quit downpour. Naturally it was then and there decided that the touring route would be straight south to Eolia, but 16 miles. For at all events this point had to be reached. It is here at the home of Mrs. Jennie Clark that the club enjoys an annual feast that cannot be styled a dinner, nor yet a banquet. It seems that everything that is good to eat is offered in the choicest style and in unlimited quantities. It is fortunate indeed that the home of this kindly lady who takes such pleasure and pains in giving touring cyclists a rare treat, is so situated that the going, after

country estates, and fine farms with substantial brick dwellings. Everywhere is there an air of prosperity, refinement and culture, that can only be found in agricultural communities possessed of good roads. While this country at large is but beginning to awaken to the benefits of highway improvement, we have here a community that thoroughly realized the worth of good roads as long as fifty years ago.

By the time the nine miles to Dover had been reeled off, every one was feeling fine, and the greater portion decided to make a lap or two over the famous 20-mile belt road, the course of not a few historic road races in the days of long ago. "Bert" Harding, who all old timers remember as a road rider, who one time had to be reckoned with, became possessed of the insane notion to ride a century over the belt course before dinner, he started out at such a fierce clip that even the most ambitious followers were shaken long before the seven miles to Clarksville had been covered. After three laps Harding's enthusiasm petered out and he leisurely pedaled on to Eolia with the few who nearly died trying to hang onto his rear wheel. The afternoon ride to Clarksville was uneventful. Cox's hill was only looked at; it appeared so steep and so bad that it was thought best to let Cox continue to hold the honor of being the only man who ever pedaled up.

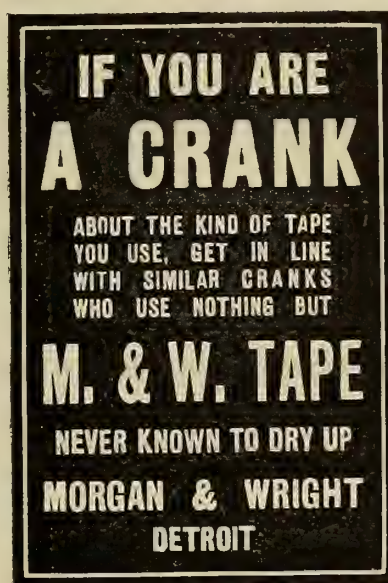
Among those who participated in this glorious outing were: W. M. Butler, H. W. Lang, H. Giesecke, A. J. Schmidt, H. Horsefall, C. L. Barr, A. G. Harding, H. G. Wolzendorf, E. N. Sanders, B. C. Hopkins, A. W. Meier, H. S. Sharpe, L. M. Stringer, R. M. Tidd, C. Lindenschmit, A. L. Brinker, L. C. Davis, F. N. Davis, E. Bauer, Wm. Hellmich, O. Hassemmer, B. Rabe, R. Warncke and Wm. Wallace.

For a 1,000-Miles Endurance Contest.

The Los Angeles Motorcycle Club has set June 30th as the date of the start of the longest and possibly the most rugged endurance contest that has yet been mapped out for motorcyclists. The route will be from Los Angeles to San Francisco and return, a trifle over 1,000 miles, which entails the crossing and recrossing of several mountain ranges. A pilot will precede the contestants and a "fine or disqualification" will be meted out to all who pass him, as the idea is to make it partly a pleasure tour, with perhaps 125 miles as the maximum distance for a day's ride. The event will be run under F. A. M. sanction and rules.

Two Motorcycle Clubs for Denver.

Denver now has a second motorcycle organization—the Pike's Peak Motorcycle Club, organization having taken place on June 5. A road race and a track meet are planned for the coming month. H. Holman is president, N. S. Norton, vice-president, Charles P. Lansing, secretary, and Alva Stratton treasurer of the new club.



NEW YORK BRANCH: 214-216 WEST 47TH ST.

leaving there is for a long time down hill.

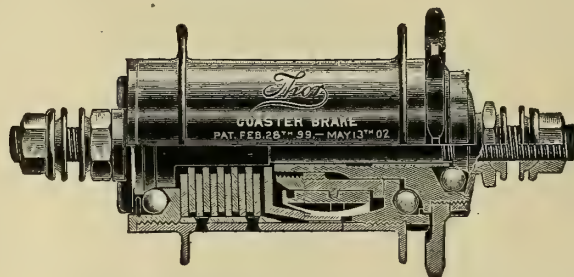
Louisiana was left but a few miles to the rear when all evidence of the rain the night before completely vanished; the storm had been merely one of those summer squalls that confines itself to narrow limits. The clouds, too, had begun to break shattering the reputations of the weather sharps. A hot sun and steaming south breeze, it was evident that summer had come at last, and more than a few wished for some of the refreshments they freely imbibed the night before.

The elegant gravel roads were found in superb condition, and the only regret in traveling over these magnificent highways, constructed away back in 1857, is that there were, and to a certain extent still are, no other communities in the entire west or perhaps in the whole country which so thoroughly appreciate the benefits of good roads as these sturdy farmers did half a century ago. Everywhere is one confronted with the evidence that good roads pay. A tour over any of these splendid roads is one continuous scene of elegant

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ONE HUNDRED KILOS IN THE HOUR

Efforts That Are Being Made to Attain That Goal—Monster Motorcycles Built for the Purpose.

Will 100 kilometres in one hour ever be accomplished by a man on a bicycle? As 100 kilometres is somewhat over 62 miles, and as a rider would in order to make this record, have to pedal a little faster than one mile every minute for sixty of them, the question would appear, to the uninitiated, to border somewhat on the ludicrous. But not when it is taken into consideration that less than one year ago Paul Guignard, a French rider, covered behind pace 59 miles and some yards in 60 minutes.

Without doubt, the most coveted honor of the track is, for pace followers, the world's hour record. Bicycle and tire manufacturers have offered large sums to the rider who can better the existing record; track owners offer special inducements to riders to attempt the record on their velodromes, while motorcycle makers offer temptations to pacemakers who use their parts in obtaining the coveted record. Aside from these inducements, Bertin, the well known pacemaker who assisted Guignard to make his memorable ride, has offered \$200 to be divided between the rider and the pacemaker who shall be the first to accomplish 100 kilometres in one hour, while several European newspapers are offering valuable gold medals. Besides these inducements, the rider who successfully rides this distance in the specified time will live in clover for at least one season; he will never want for a profitable contract. In view of all the foregoing, it is not surprising that riders and pacemakers are making for the track at Munich, undoubtedly the fastest in the world, with pacing machines that can give express trains a handicap and then beat them.

As all the sporting world knows, or should be cognizant of, the present record for the hour stands at 59 miles 30 yards, made by Paul Guignard, at Munich, on July 30th last. Bertin, on a single cylinder motorcycle, fitted with a windshield, of course, paced the French rider. On June 21, on the same track, Thaddeus Robl, paced by motor tandems was credited with covering 57 miles 180 yards, but there was some doubt as to this record being official. Previous to that time the record stood at 55 miles 1,530 yards, by Guignard and Bertin, on the Parc des Princes track at Paris, which was then the fastest track in the world. That record was made in April, 1905, and the same year some very bad accidents were met with on the Parisian velodrome. Brecy lost his life there and George Leander was killed, on the tricky pear-shaped turn, while serious accidents were recorded without number.

The sole topic of conversation among European pace followers is "100 kilometres in one hour!" Judging from the number of monstrous pacing locomotives that have been constructed this spring, the feat does not appear to be an impossibility, and one of early accomplishment. Apart from the ability of the rider, the circumstances must be exceptionally favorable for such a ride. The day must be ideal with little or no wind, the motor must not miss an explosion and the tires on both pacing machine and bicycle must be absolutely perfect; in fact, everything must be at concert pitch. To turn the trick the successful record-breaker will have to beat the present flying start kilometre record one hundred times in succession which is, to say the least, a big undertaking.

The Munich track measures 666 metres, so that the kilometre equals one lap and one-half. Guignard's best time for this distance was 37½ seconds and as the first few laps will be somewhat slow on account of tacking on behind the motor and getting into full speed it means ultimately traveling at a rate of 24 seconds and make up for the time lost in the first laps. For those who know the value of one-fifth of a second, the difficulty of gaining one and three-fifths seconds for 100 consecutive kilometres is very apparent, to not mention such little incidents as taking a corner rather wide, irregularities of the pace making, and hundreds of other little details.

The first on the scene at Munich is the Darioli-Rugere-Gombault combination. The first named is an Italian pacemaker, the second a pace follower who will steer the tandem, and the third an ex-amateur, 21 years of age, who has not yet proved himself entitled to be considered in the first class of crack followers. The tandem looks more like a locomotive than a pacing machine, and it was built under the personal supervision of Darioli, an engineer of experience. It is enamelled red, while the enormous tank, which will carry 9½ gallons of gasoline, is nickel plated, the length of the tandem, overall is 96 inches, and its weight 616 pounds. The motor, which was constructed by Anzani, is a two-cylinder affair and the biggest ever fitted to a pacing machine. It develops 38 horsepower and is guaranteed to drive the tandem at the rate of 85 miles an hour. The front wheel is 28 inches and the rear 29 inches, automobile tires being fitted. Whether Gombault will accomplish his desire remains to be seen.

Quite the reverse of Gombault, is Nathaniel Hawthorne Butler, formerly of Cambridge, Mass., who is old enough to be Gombault's father, and who also has eyes on the hour record. The fact that Butler has engaged Bertin as his pace maker this year, would seem to indicate that the old American who seems never to go stale means to add materially to his bank roll before the close of this season. Bertin has been spending his spare time in the workshop instead of in cafes and the result of

his winter's work has been two monster pacing motorcycles. Last season he experimented with a tandem but gave it up for reasons he would not disclose. His new machines have a bore of 170 and a stroke of 145, the single cylinder motor being fixed at an angle of 45 degrees for the purpose of carrying the center of gravity as low as possible; he also has invented a special speedometer-odometer, so that he can tell at what rate of speed he is traveling, time per lap, and number of laps covered. Compared with Darioli's tandem, Bertin's machines are relatively light, weighing about 350 pounds. The only fault seems to be the cost which places them out of reach of every rider, each machine costing more than \$2,500.

Guignard, the present record holder, is now in the land of good beer and weinerwursts, but he is keeping his intentions very quiet. Should anybody come along and beat his figures, however, there is no doubt but that he will attempt to regain them, as he has benefited materially by the title of world's hour record holder. He has selected Peguy, who has one of the four highest powered motorcycles, as his head man for the season.

Several other well known cracks covet the record and there is some little talk that Tommy Hall, the jovial little Britisher, who has held it on two different occasions, will have another try. Hoffmann, regarded as one of the best pacemakers, has been retained exclusively by Walthour, and he has persuaded the American to take a try at the record. An order for a three cylinder motorcycle has been placed with Anzani, the condition being that it must travel 75 miles an hour or more. Walthour will not make his attempt until he has finished his German engagements. As neither Walthour nor Hoffmann are glory riders, except where there is a corresponding amount of cash, it is apparent that they are waiting for the inducements to increase.

Will one hundred kilometres be ridden in one hour? The indications seem to point that they will.

Brooklyn Bridges Beat Santa Claras.

The Brooklyn Bridge Wheelmen, of Santa Clara, Cal., defeated the Santa Clara Wheelmen in the annual 25-mile relay race in that city on June 2, by about two minutes. The race was over a five mile course and each team had five riders. Tony Pacheco and Steve Graham were the first to start, the first named, on the Brooklyn Bridge team, completing the lap first by one minute. Toney Souza and M. Doan made the second relay and Souza increased the lead of his team mate. Toney Rabeiro made a good showing against M. Somerville and Frank Cambra increased the lead of the Brooklyn Bridge team to two minutes. The total time was 1:17.

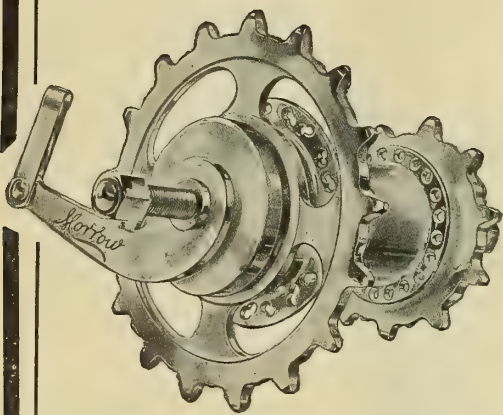
"Motorcycles and How to Manage Them." Price, 50 cents. The Bicycling World Co., 154 Nassau Street, New York City.

The Same Virtues

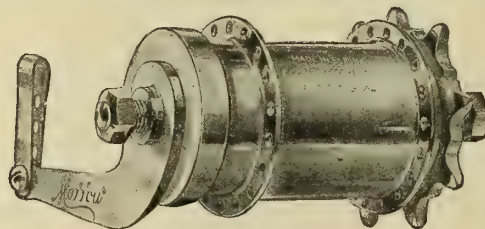
that earned world-wide fame for the

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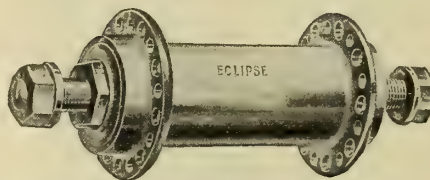
as applied to pedal-propelled bicycles
will make it as big a favorite for use
on the motor-driven machines.



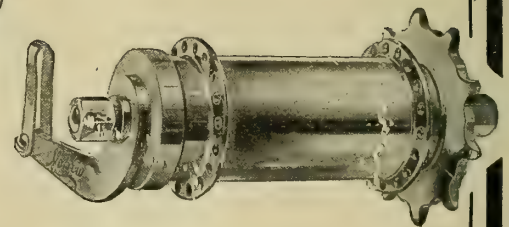
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MILWAUKEE, WIS.**Plans for First Road Championship.**

By virtue of its being the first of the National Cycling Association's road championships, the five mile scratch race for the championship of America, scheduled to be run at Valley Stream, L. I., on Sunday, 23d inst., promises to assume an importance that has been unequalled in road competition in some years. Although entry blanks have been out less than a week several prominent road riders have already entered, including National Champion Charles A. Sherwood, New York A. C., and J. M. Eifler, the crack C. R. A. C. road rider. Philadelphia, Atlantic City, Baltimore and Buffalo promise to send their fastest and other sections may be represented.

This will be the first of the national road championships to be run and the winner will receive points the same as in track championships. The other distances of the road championships have not yet been settled, but will be decided and allotted later by the Advisory Board. The Roy Wheelmen of New York will manage this race. The winner of the race, besides getting the title of five-mile road champion of America will receive the regulation N. C. A. championship gold medal, the silver and bronze championship medals going to the second and third finishers. Besides the winners will have the pick of the merchandise prizes in the order of finish.

The race will be held on Sunday, 23d inst., at Valley Stream, L. I., starting and finishing at West's Hotel. It will be run in heats, the number of which will be according to the contestants, of one mile straightaway each, and the first four men in each will qualify for the final at five miles. The course has not been selected, but will probably be to Lynbrook, 2½ miles, and return. The winner of each heat will receive a special prize. All the riders will start from scratch, of course.

The promoters are inaugurating a new feature that will undoubtedly tend to eliminate all the protests regarding pacing that have heretofore marred almost every road race of note. Secret umpires will patrol the entire length of the course, so that the riders will be under strict surveillance all the way. No pacing protests will be listened to unless they come from the official umpires. Another feature that the Roy Wheelmen are inaugurating is in the matter of entries. Absolutely no entries will be accepted unless accompanied by the required fee, and as the race will be run rain or shine, this rule should not prove a deterrent to prospective aspirants for the championship. Entries close Thursday, June 20th, at 6 p. m., with Frank L. Valiant, 939 Eighth avenue, New York City.

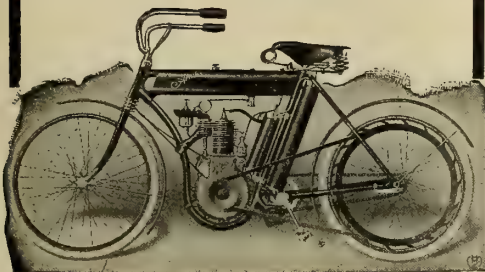
If you are interested in Motorcycles, "Motorcycles and How to Manage Them" is the very book you need. Price, 50 cents. The Bicycling World Co., 154 Nassau St., New York.

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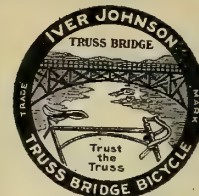
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Hedden Heads the Mileage Hunters.

According to the report of the Roads Record Committee of the Century Road Club of America, J. W. Hedden, of Brooklyn, leads in the mileage competition for the five months ending May 31. E. G. Grupe occupies the exalted position at the head of the century competition. The standing in the mileage competition is as follows: 1, J. W. Hedden, Brooklyn; 2, E. G. Grupe, Brooklyn; 3, Joe Noe, Jersey City; 4, H. E. Grupe, Brooklyn; 5, F. E. Mommer, New York City; 6, F. I. Perreault, Malden, Mass.; 7, H. H. Hintze, New York City; 8, A. H. Seeley, New York City; 9, H. H. Wheelmer, Pomona, Cal.; 10, Noble O. Tarbell, Lake Geneva, Wis.; 11, Henry Kest, New York City; 12, A. M. Manzillo, Hicksville, N. Y.; 13, C. E. Nylander, New York City. Since the first of the year 14,988 miles have been covered.

The standing of the leaders in the century competition is: 1, E. G. Grupe, Brooklyn; 2, H. E. Grupe, Brooklyn; 3, J. W. Hedden, Brooklyn; 4, F. I. Perreault, Malden, Mass.; 5, A. Claussen, Chicago, Ill.; 6, F. E. Mommer, New York City; 7, F. H. Peterson, Newark, N. J.; 8, R. J. Duffy, Brooklyn; 9, H. B. Hall, Brooklyn; 10, H. H. Hintze, New York City; 11, A. H. Seeley, New York City; 12, F. J. Blecha, New York City; 13, A. D. Rice, Winthrop, Mass.; 14, T. S. Floyd, Winthrop, Mass.; 1, Thomas W. Baker, Baltimore, Md.



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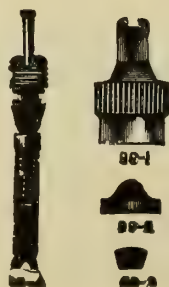
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THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

Volume LV.

New York, U. S. A., Saturday, June 22, 1907.

No. 13

PROGRAM FOR ATLANTIC CITY

Attractive Intermixture of Business and Pleasure is Outlined—Clam Bake and Road Race Featured.

The program for the joint midsummer meeting of the Cycle Manufacturers Association and the Cycle Parts and Accessories Association now is completed. Three of the four members of the committee of arrangements, W. J. Surre, chairman, Harry Walburg and R. D. Webster, the latter of whom replaced W. H. Graham, resigned, met in Atlantic City last week and perfected the details, which leave no room for doubt that it will prove far and away the most memorable gathering in which the cycle trade ever has participated.

The Shelburne Hotel was selected as headquarters, and an office and bureau of registry and information will be opened on Monday, August 5th, and a representative of the Association will be in charge throughout the entire week. Efforts were made to obtain quarters in the Marlboro-Blenheim but during the month of August that hostelry will have nothing to do with conventions of any sort. The Shelburne is however an admirable substitute. It is located directly on the famous boardwalk one block from the Young's million dollar steel pier and is first-class in every particular. Remembering the unpleasant hotel experience of last year, the committee took nothing for granted and personally inspected the Shelburne. Accommodations will be provided for about 150 persons at from \$5 to \$6 for rooms with baths, two persons in a room and from \$2 to \$4 for rooms without baths, also two persons in a room, all rates being on the European plan. As August is the busiest month of the year at this popular seaside resort, the wiser of the intending visitors will lose no time in booking reservations.

The committee also adopted the Bicycling

World's suggestion that a road race be made a big feature of the week and appointed Charles A. Persons chairman of that event. The date was tentatively set for August 7th, but as an automobile floral parade is due to occur on that day, a change may become necessary or desirable. It is expected that every member of both associations will contribute to the prize list and that with eight or ten bicycles offered a monster event will result. It is expected also that all who attend the meeting will come prepared to engage a joint run on bicycles to the scene of the road race. This run will be thrown open to all and everyone and it is hoped to attract a big crowd of riders, as tickets probably will be distributed entitling all who participate to draw for a bicycle that will be offered. The committee discovered that there are comparatively no bicycles available for rental purposes in Atlantic City and as a result, it will be necessary that bicycles be shipped to that point in care of F. R. Boyce & Co. Charles VanDoren, the manager for that firm, is an enthusiastic cyclist in the fullest sense of the word and not only will he manage the Atlantic City end of the road race but he has generously agreed to receive and uncrate all bicycles shipped in care of his firm and to recrate and reship them after use.

The business meetings will occur on August 6, 7 and 8, the National Bicycle Jobbers Association, having also scheduled a meeting for the latter date. The joint general meeting of the three organizations also will occur on the 8th. It is then that papers will be read by the three men selected for the purpose, viz.: George N. Pierce, for the bicycle manufacturers; W. H. Crosby, for the parts and accessories trade and P. R. Robinson, of the New York Sporting Goods Co., for the jobbers. They have been permitted to select their own topics.

So much always is "doing" at Atlantic City that even without a set program there is no lack of entertainment available at any time. The most pleasurable function of

(Continued on following page)

STEEL RIMS FOR BICYCLES

Likelihood That Big Concern Will Take up Their Manufacture—Decision Soon to Be Reached.

In all probability, the Midgley Mfg. Co., Columbus, Ohio, shortly will place on the market a steel rim for bicycles. The matter is under serious consideration and the Midgley people are now "feeling" the trade before making a decision.

That there is a demand for a steel rim is undoubted but the real extent of it is difficult to probe. Of course the steel article never wholly went out of use; it was necessary to meet export requirements and two years ago when there seemed a "run" of poor wood rims, despite an increase in the price of them, there were not a few dealers who again began to cry for steel. The steel rims used on motorcycles also have exerted some influence and if the Midgley people, who manufacture the rims for the G & J motorcycle tires, turn their great facilities and energy toward producing and repopularizing steel rims for bicycles, they cannot well fail to make an impression and arouse an increased demand.

"Motorcycle Section" at Chicago Show.

The management of the Chicago Automobile Show, which occurs November 30 to December 7, has set aside twenty choice spaces in the gallery for the motorcycle exhibits. They thus will be grouped and for the first time the group will be officially designated "Motorcycle Section." At the forthcoming show, only pleasure vehicles will be permitted to be displayed. All those in any way designed for business purposes must be staged at the Commercial Vehicle Show which will be held in a different building but during the same week. The first allotment of show space will be made on July 1st.

PROGRAM FOR ATLANTIC CITY

(Continued from preceding page)

bicycle week, and the one in which ladies will participate, is expected to be the clam bake and band concert at the Inlet Pavilion on the evening of August 8. Covers will be laid for 250 people and the "bake" will be the "real thing," with clams, sweet corn, sweet potatoes and all the other concomitants. The menu card will be one of the souvenirs of the week. An orchestra of 18 pieces has been engaged for the occasion. Friday, 9th, will be devoted to sailing and rolling chair parties, the ladies being given their option—and a bunch of tickets—of the form of entertainment of which they desire to partake. The summary of the week's fixtures is as follows:

Tuesday, August 6—Committee meetings.

Wednesday, August 7—10.30 a. m., meeting of the Cycle Parts and Accessories Association. 10.30 a. m., meeting of the Cycle Manufacturers' Association. 3.00 p. m., bicycle run to road race. 4.30 p. m., twenty-five mile road race.

Thursday, August 8—10 a. m., meeting of the Jobbers' Association. 2.30 p. m., joint meeting of the Cycle Manufacturers Association, Cycle Parts and Accessories Association, and Jobbers' Association. 5.00 p. m., clam bake and band concert at Inlet Pavilion.

Friday, August 9—2.00 p. m., sailing parties, starting from the Inlet. 2.00 to 4.00 p. m., rolling chairs on the boardwalk, starting from the Shelburne Hotel.

The committees appointed to assume charge of the several details are as follows:

Committee of Arrangements—W. J. Surre, chairman; Harry Walburg, secretary; R. D. Webster, D. P. Harris.

Reception Committee—Cycle Manufacturers' Association—F. I. Johnson, chairman; W. G. Schack, J. F. Cox, W. F. McGuire. Cycle Parts and Accessories Association—Frank Mossberg, W. H. Crosby, D. S. Troxel, H. S. White. National Bicycle Jobbers' Association—F. I. Willis. Geo. W. Nock, C. L. Elyea, W. H. Grover. Committee of Bicycle Run and Road Race—C. A. Persons, chairman; Geo. W. Robb.

Press Committee—Frank W. Roche, Bicycling World, chairman; G. A. Busby, Cycle and Automobile Trade Journal; G. A. Walgreen, Motor Field; W. H. Porter.

Ladies Entertainment Committee—W. F. Remppis, chairman; W. S. Gorton, C. F. U. Kelly, Geo. F. Bradley, Geo. N. Pierce, D. C. Spraker, J. F. Vogel, Keyser Fry, Fred C. Robie, C. L. Kelsey, W. B. Newhall.

Breeze Gets a Bigger Factory.

George Breeze, who formerly built the Tourist motorcycle and at the same time marketed the Breeze carburetter, finally has enlisted new capital in the Breeze Carburetter Co. and removed to a larger plant on Halsey street in Newark, N. J. As a result, Breeze has "dived" into his work again with renewed energy and expects to cut a bigger figure in the business.

ABOUT STRIPING THE FRAME**How to Go About It and the Care that is Required—Lines Made Without Straight Edge.**

While the striping of the frame, once quite the vogue, is now the exception, dealers know that in the apparently insignificant detail of a single narrow line, may rest the selling virtue of a machine. Curious though it may seem, it is nevertheless a fact that a judicious application of color to the frame, properly chosen as to shade and tone and laid on uniformly in stripings of the same width, may be to lighten up a dull looking mount and place it on an altogether new footing. Similarly the injudicious use of the colors, may render a bicycle about as crocky and unsaleable as it could be and still be a bicycle. Frame decoration then, may be considered as a very fine and subtle art of which the dealer should make himself at least sufficiently master to be able to direct its application to the advantage of his business rather than to the profit of the paint market. For often it is in the economy practiced in its application that the best results are obtained.

The basis of successful work of this nature lies in the use of light and even lines, perfectly straight and in the center of the tube, and, where two or more are used, absolute parallelism. The lining is done without the use of straight-edges or other tools, and although at first it appears a difficult task to obtain good results, a little practice, soon makes it seem comparatively simple. As to materials, the best color is obtained in collapsible metal tubes, and for use should be mixed with japanner's gold size and turpentine in equal quantities, to a consistency which experience teaches to be "just right." Briefly, this condition is reached when the color will flow freely from the brush without sticking or clogging, yet without appearing in the least transparent after being laid down. Much depends on the way in which the mixing is done, and for this purpose it is well to use a regular artist's palette, mixing the pigment with a special thin-bladed knife used for the purpose. The proper brush, or pencil, is of badger hair, three or four inches in length, and with the bristles absolutely even and well set in. The hairs should be very soft and pliant, and the size of the brush should be chosen with reference to the width of line it is desired to draw. These brushes are rather expensive to buy, but possess the happy property of endurance. As to the method of using them, an exchange gives the following principles:

"In commencing a line, the point of the pencil should be deliberately placed on the exact spot where the line is to start. Then the quill should be gradually brought down till the greater part of the pencil lies on the tube; meanwhile, the pencil is drawn along

in a perfectly straight line. To accomplish this, the workman holds the pencil between the thumb and the first finger, allowing the knuckle and back of the third finger to slide along the tube, while the little finger, projecting straight downwards and held against the side of the tube, guides the hand in a straight line, and parallel with the tube.

"As the pencil approaches the end of the line, the quill is raised, and the point of the pencil comes up to the finish.

"The frame, during this operation, should be held so that the workman looks straight at the tube, and the line should then appear to him to be dead in the center of the tube. For, even if the line is on one side, as it, indeed, generally should be, he should so hold the frame that the line appears central to his eye.

"Of course, one side of the tube will be lined in one direction, and the other side in the other. For instance, if we take the bottom tube on an ordinary frame, the right-hand line will be drawn from the head to the bracket, and the left-hand line from the bracket to the head, unless, of course, the workman is left-handed.

"All the long lines should be drawn first, and their ends joined across afterwards. It will be necessary for the beginner to practice repeatedly on a piece of tube before he gets confidence enough to lay a line down deliberately with one stroke of the pencil. The fewer the strokes, the better the chance of good work and straight and even lines. With use, the little finger will come to automatically guide the hand straight.

"Lines should be practiced over and over again, until the workman knows exactly how much color to take up on his brush, and how to make two lines exactly the same size. No pressure should be put on the brush. It should be simply drawn along, and make its own line, exactly as a wet rope would on a cement floor.

"Having applied the lines, the frame should be 'stoved' for about half an hour at 140 degrees Fahr. If the colors are dark, a little higher temperature will not hurt. The final varnish coat may then be applied and 'stoved.' * * *

"As to keeping the pencils in good order. After each job they should be washed out in turps, and suspended vertically in turps, so that the hairs hang straight down in the turps, but do not touch the bottom of the vessel. For this purpose a white marmalade jar is the best with a piece of wood across the top bored with holes, into which the quills of the pencils may be stuck so that the hairs hang down into the turps. Some users prefer boiled or raw linseed oil for this purpose instead of the turps, which are inclined to evaporate quickly."

The Retail Record.

Hibbling, Minn.—Fred M. Smith, filed petition in bankruptcy.

McPherson, Kan.—Arthur Morris, new store.

AS PREVENTIVES OF SIDE SLIP

Great Variety of Roughened Tire Treads in Use Abroad—Few Available in American Tires.

Ever since rubber tires first came into use, the British cycling public has been haunted by the side-slip bugaboo. They discuss it and its preventives at breakfast, at dinner and at supper, and then begin all over again the next morning. In this country, on the other hand, although the roads

Probably tires which will not side slip under certain circumstances never will be nor can be made. Nevertheless with dogged perseverance the maker continues to produce results along this line, and just as persistently the rider continues to invest in them his hard earned "shillings."

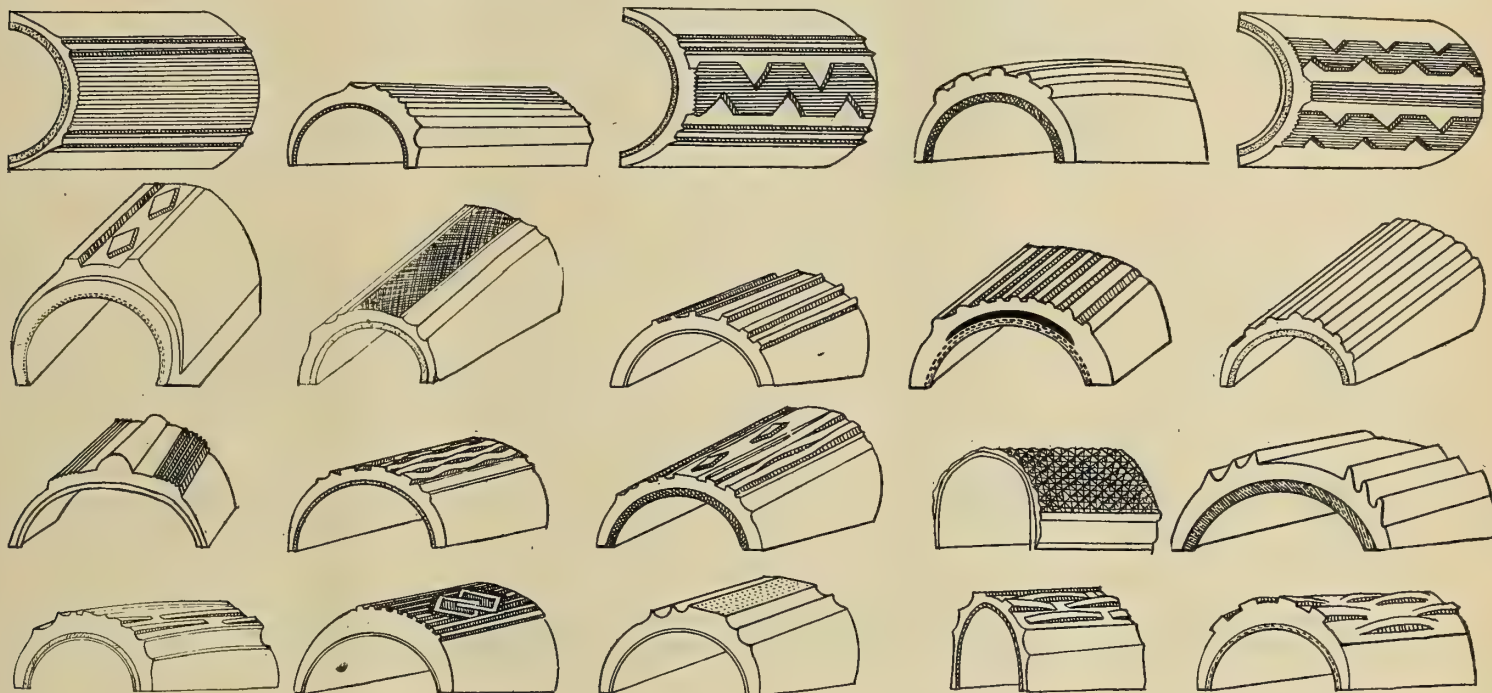
How to Make Waterproof Signs.

Cardboard signs for use out of doors may be rendered waterproof by brushing them over with two successive coatings—allowing one to dry before the other is applied—of a mixture made of four parts of slacked

THIEVES TAKE A NEW TACK

San Francisco Crooks Steal Complete Motorcycles, but They Appear to Want Only the Motors.

San Francisco has developed a new brand of thief whose tactics involve not simply the appropriation of any cycle property which may happen to lie within reach, but also its dissection and distribution in sectional form. C. C. Hopkins, Indian representative in that city has had a couple of



SPECIMENS OF BRITISH NON-SLIPPING TIRE TREADS

are worse, the mud deeper and more treacherous, and even though the American riders have several thousand miles of asphalt and macadam to ride upon, they never were able to let the bugaboo frighten them so unduly. Hence, American efforts at the production of non-slipping tires and non-skid devices have been pretty closely confined in their extent, and are practically represented at this time in the single example of the plain corrugated tread of the G & J type. Of course, it's different in Great Britain, where the amount of energy expended on experiments and inventions, tire treads in particular, is sufficient to stagger the uninformed American rider.

The examples of the various treads now in use, as here depicted, furnish some idea of the manifold way in which the subject may be attacked, as well as indicating to some extent the tremendous outlay of grey matter expended in developing non-skid treads. Despite their abundance, the discussions of skidding accidents and the wails of muddy roads and slippery crossings still go on unabated. After all, absence of skidding depends largely on the rider and his ability to nicely preserve his balance regardless of the condition of the footing.

lime in three parts of skimmed milk, with a little alum added. A waterproof ink may be made by boiling together two ounces of shellac and two ounces of borax with sufficient water to make a solution, and then adding two ounces of acacia and sufficient lampblack to give the desired color. The thickness of the ink is regulated by the amount of water used. Another waterproof ink is made by dissolving together by gentle heat one ounce of bleached shellac, one-half ounce of Venice turpentine, and two and a half ounces of oil of turpentine, afterward adding the color.

"Ajax Sisters" Make Their Appearance.

The "Ajax girl" has made her debut and five others are in process of coming out. They all are "attractive of face and fine of figure," and the first one has "come out" so far that she is unadorned even with a peekaboo shirt waist. The pictures are such artistic creations and beautiful specimens of color work that they cannot well fail of their object—to draw attention to Ajax tires and to more firmly fix in mind the name of their makers, the Ajax-Grieb Rubber Co., New York, who only recently added bicycle tires to their production.

unpleasant experiences with this new sort of rascal lately, which have caused him to sit up and keep a sharp lookout for the future.

In one case a motor bicycle and in another a tricar were stolen from his customers, and in both instances the motors were sawed out of the frames, as was proved by the recovery of portions of the "remains" in both cases. This is very disconcerting indeed, for it means that with a little practice, the thieves may become sufficiently expert to dismount a motor in a few moments and make off with it, leaving the rider who has carelessly left his machine unguarded, to pedal home in deep disgust. Forewarned, however, local riders have become very circumspect as to when and where they leave their mounts.

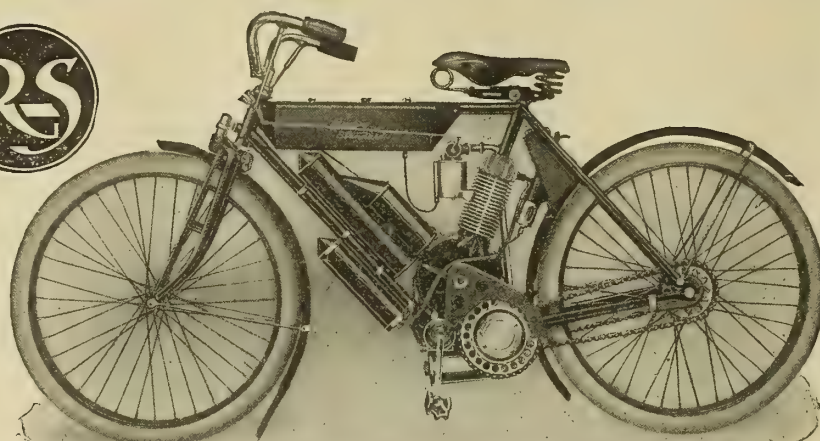
Improvement of a Mexican Market.

According to the American Consul at Vera Cruz, cycling "has taken a new lease of life," in that Mexican city, and the use of the bicycle is "increasing daily." One motorcycle also has made its appearance. The condition is due to recent asphaltting of the streets and the projected construction of four macadamized boulevards.

THE READING STANDARD



Is the
Highest
Standard



It's Like
Blood;
It Tells

BUILT AND TESTED IN THE MOUNTAINS

MODEL "B"

SOME INSTANCES

BICYCLES

HERMAN H. HINTZE riding a two-year old READING STANDARD BICYCLE easily won the Century Mileage Contest of 1906 of the Century Road Club of America—139 Centuries—20,292 Miles.

In the 6-day Races in New York the READING STANDARD Bicycles took nearly all the honors.

In the Irvington-Millburn road race the READING STANDARD usually takes the first or time prize.

The only American bicycle to compete with success in the Olympic Games at Athens, Greece, winning three first prizes.

MOTOR CYCLES

"R-S" Motor Bicycles finished first and second in the Altadena (Cal.) Hill Climb, the first contest of 1907.

On May 13th at the motor cycle races at Roswell race track, Colorado Springs, Colo., the "R-S" Motor Bicycle took three firsts out of four races and made the fastest time of the day against almost every make of machine entered.

If machines of this sort appeal to you, we'll be pleased to forward catalogs and other particulars.

READING STANDARD COMPANY,

Reading, Pa.

☞ It is better to buy "the best" tire and pay slightly more for it, than to purchase a "cheap" tire and repent later. "The Best" is the most economical in the long run.

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are that happy medium of lightness and strength that insures Comfort and Long Wear.

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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, JUNE 22, 1907.

Piling on the Calumny.

Having heaped calumny on the cycle industry in a manner sufficient to injure the credit of every person engaged in it, and to cause the unknowing to fancy that it was on the verge of demoralization, and having escaped the consequences, the so-called Manufacturers Outlet Co., which apparently is a Morris-Grinberg enterprise thinly disguised, has returned to the attack.

It is this week flamboyantly heralding another alleged "Bicycle Manufacturers' Unloading Sale" which "comprises the surplus stocks of 15 of America's largest factories," "three more of which have shipped us their entire stocks." In their original libel, the gentry who masquerade under the false and misleading, if high sounding, title, stated that "the makers of bicycles, tires and sundies, were almost ruined." Made more brazen by the failure of any of the manufacturers to challenge the damning statement, they this week boldly print the unqualified statement that the trade is "ruined," that "factories are piled high with wheels" and with "bills to be met and material to be paid for."

As each of these statements constitutes a bald lie, as the industry never was in bet-

ter shape, and as investigation proves that the only bicycles the "outlet" has for sale are the remnants and scrap of a factory that quit business nearly three years ago, and of one going concern which makes, among others, a jobbing bicycle that is sold under a multitude of names, if the manufacturers care nothing about the calumnies heaped upon them or about the possible injury to their credit, it would seem that the legitimate jobbers and dealers who cannot but feel the effects of such brazen falsehoods are entitled to some consideration and protection. There is a section of New York's penal code that reads as if it were composed specially to apply to this case and if it were invoked by either the Cycle Manufacturers Association or the Cycle Parts and Accessories Association, conviction of the offenders seems absolutely sure and such a result would have a salutary effect that would be far reaching.

The idea that obtains in some quarters that a "sewer" is a desirable adjunct of a business is an unworthy one. Sewerage of whatever sort is poisonous and never fails to breed ill health. The only way to rid a body of a cancerous growth is to cut it out.

American "News" via London.

Cycling, of London, has discovered that cycling in America is "a decayed pastime"—that it "has all but ceased" and that "the man on a wheel is so rare as to be regarded with derision." Some of these "discoveries" were made through the medium of "Our New York Correspondent"—name not given. While the correspondent paints things darkly enough, the "decayed" part of the discovery and also the practical "cessation" of cycling in America are supplied by the London publication itself and in big black type.

The correspondent spreads the gloom chiefly because ten years ago the talk here was all of bicycles, that the daily papers were full of it, that a strip of asphalt on Madison avenue, New York, was then congested with cyclists, that the L. A. W. then had more than one hundred thousand members, etc., etc., all of which is not the case today.

The trouble with the author of the calumny is the same trouble that afflicts many other men who attempt to view not only the cycling situation but other situations. They obtain their impressions in New York, Boston, Philadelphia, Chicago or some other of the great centers and color their pictures accordingly. They forget

that America is a large country, that it is more than 3,000 miles wide and about as long from end to end and that despite their size and greatness, the large cities occupy comparatively small corners of the enormous expanse. It is very true that cycling in America is not what it was, for which there need be small regret. Ten years ago it was a "craze"—a big inflated frenzied boom that had small rhyme or reason within its compass. It was in an unhealthy state and collapse was foreordained though it was not generally foreseen. It has never recovered its tone in the big cities where the frenzy was maddest but the man who does not go far from Madison avenue in New York is apt to fancy that even in the biggest city conditions are worse than they really are. Did he reside in the Bronx, for instance, his impressions likely would be somewhat modified. Did he live in Rochester or Rome, N. Y., or in Denver, Col., in the South or on the Pacific Coast he would be forced to change his views. He would discover that not only is cycling very much alive but that it never was very "dead."

It does seem about time that the painting of these big-city pictures ceased. Their color is purely local and their delineation is not true to life. Cycling in America is not what it was but it was never in better health than to-day and each year is seeing further improvement of the safe, sane and conservative sort. When 300,000 bicycles and upward are being produced and marketed each year, the man who fancies that cycling has almost ceased suffers a delirium. The L. A. W. has shrunk so sadly simply because small effort has been made to prevent the shrinkage and no effort whatsoever to attract recruits.

Motorcyclists have commenced to figure with undesirable frequency in the accident and arrest columns of the public prints. Accidents and arrests usually lead to repressive legislation and unless they have a care, the motorcyclists are likely to lose not a few of the legal advantages the F. A. M. has gained for them at the cost of much work and no little money. Once lost they will be hard to regain.

The program for the trade's mid-summer gathering at Atlantic City is a program of the right sort. The man who is unable to partake of it is more to be pitied than censured. The intermixture of work and play has been so happily arranged that there should be few absentees.

MOTORCYCLE IN MANY ACCIDENTS

Marked Increase of Mishaps, One of Which Proves Fatal—Morals to Which They Point.

With the rapidly increasing use of motorcycles has come a marked increase in the reports in the public prints of motorcycle accidents, which points, in most instances, not so much to the danger of the pastime, as to the carelessness of the average rider. At all events an examination into the causes of a half dozen mishaps occurring within a week or so of each other in different parts of the country indicates a surprising uniformity of cause in a general way, and suggests ways in which they, or others of the same nature might have been avoided. Accidents due to breakdown of the machine alone, are comparatively rare, and generally speaking, were the rider left with the entire road to himself, he would be all right. It is the emergencies brought up suddenly in connection with meeting other vehicles, that cause most of the difficulty.

Thus recently in Los Angeles, Cal., a motorcyclist was run down and seriously injured by an automobile owing to the fact that both he and the driver of the car seeing one another at the same instant, turned in the same direction in order to avoid a collision, thereby bringing one about. Both were going so fast that there was no time to swing the other way. Similarly, in San Francisco, a motorcycle policeman was run down by a grocery wagon at a street corner under very similar circumstances, and on the same day. Both he and the driver of the wagon saw each other at the same instant, and in an endeavor to avoid meeting, turned the same way. One of the shafts penetrated the policeman's lungs, and he was removed to a hospital in a precarious condition. A third rider who came to grief the same evening in Milwaukee, Wis., was crossing the intersection of two streets, when a trolley car, running at high speed, struck him, injuring him so badly that he died within a few hours.

But the danger is not confined to street crossings and corners alone, as many a good rider has every reason to know. A typical example of how an accident may be bred of nothing more perilous than a race with a trolley car, is found in the case of a rider of Bridgeton, N. J., who was trying his machine against a trolley car on the pike between Millville and Vineland, not far from his home. Without any warning he was pitched off into the road, landing dangerously near the tracks, but fortunately escaping the trucks of the car. Another accident which happened on the boulevard just outside West Hoboken, N. J., also shows something of the dangers of reckless road racing. Two riders were trying their speed

together and turned out simultaneously to pass an automobile. Somehow, they came into contact, when their mounts promptly "locked horns," throwing their riders, and being pretty well broken up themselves.

Motorcycles do not run away as frequently as they are popularly supposed to do, yet occasionally even this unlikely possibility is realized by some unhappy rider. A case in point, which befell an Ocean Grove (N. J.) rider, however, was more laughable than otherwise. He lost control of his mount and charged through the door of a Barnegat grocery store. As it happened, he managed to clear the door, and kept bravely on until he came to rest in a back apartment which was used as a sitting room by the storekeeper's family. Neither rider nor machine suffered in the least, but it cost \$30 to square with the aggrieved merchant whose family sanctuary had been thus ruthlessly invaded.

To Climb New Hill in New Jersey.

Despite the very strict position of the New Jersey law, which forbids racing upon the public highways, it is understood that there will be no interference at the projected hill climbing contest to be held up Schooley's hill, near German Valley, N. J., on July 4. Three motorcycle events, which have been sanctioned by the Federation of American Motorcyclists, are included in the program, one for engines not exceeding 30.5 cubic inches piston displacement; another for engines not exceeding 61 cubic inches piston displacement, and one free-for-all. The hill is said to have a grade of from 10 to 22 per cent. E. L. Ovington, 2210 Broadway, New York City, is receiving entries.

Detroit Meet to Occur in Detroit.

The Detroit Wheelmen have bestirred themselves and as a result have planned for a big bicycle and motorcycle track meet at the State fair grounds, Detroit, on July 4. Three State bicycle championships, one-half, one, and five miles, in which medals will be given, are carded. A two-mile and a ten-mile handicap, with a bicycle as first prize in the latter, are the other bicycle events. Two motorcycle handicaps, at 10 and 25 miles are programmed, the prizes being, respectively, a gold watch and a silver and gold cup. Joseph Adcock, chairman racing committee, Detroit Wheelmen, is receiving entries.

Ovington Forms an F. N. Club.

E. L. Ovington, the American agent for F. N. motorcycles, is not only long headed, but is wide awake to his opportunities every minute of the day. The latest evidence of the fact is the organization in New York City of the F. N. Motor Club of America, which came into being under his tutorship. David Dessau is its president, Hiram Powers, vice-president; F. V. Littlefield, treasurer, and Eric K. F. Peil, secretary.

COMING EVENTS

June 22, Providence, R. I.—Providence Motorcycle Club's track meet; open.

June 23, Valley Stream, L. I.—Roy Wheelmen's 5-mile road championship of America; scratch (N. C. A. sanction).

June 26, Hammondsport, N. Y.—Motorcycle hill climb and ten mile motorcycle road race.

June 29, Boston, Mass.—Track meet at Revere Beach.

June 30, Atlantic City, N. J.—Atlantic City Wheelmen's 10-mile handicap road race; open.

June 30, July 4 and 7, Paris—World's championships.

June 30, Los Angeles, Cal.—Start Los Angeles Motorcycle Club's 1,000-mile endurance contest.

July 4, Boston, Mass.—Track meet at Revere Beach.

July 4, Cypress Hills, N. Y.—United Irish Societies' two mile bicycle race; open.

July 4, German Valley, N. J.—Motorcycle hill climb up Schooley's hill.

July 4, Hicksville, L. I.—Hicksville A. C.'s bicycle and athletic meet; open.

July 4, Detroit, Mich.—Detroit Wheelmen's bicycle and motorcycle meet at State fair grounds.

July 4, Valley Stream, L. I.—Century Road Club's 50-mile handicap road race (outlaw auspices).

August 7, Atlantic City, N. J.—25-mile handicap road race, under auspices Cycle Parts and Accessories Association.

July 4, Chicago, Ill.—Chicago Motorcycle Club's track meet.

July 4, Colorado Springs, Col.—Colorado Springs Motorcycle Club's road race.

July 14, Valley Stream, L. I.—Century Road race Association's 25 mile handicap road race; open.

July 29, Boston, Mass.—League of American Wheelmen's reunion.

July 30-31, New York City—Federation of American Motorcyclists' national endurance contest, New York to Providence, R. I.; open.

Aug. 1, 2, 3, 4, Providence, R. I.—Federation of American Motorcyclists' national meet.

Aug. 8, 9, and 10, Atlantic City, N. J.—Midsummer meeting of Cycle Manufacturers' Association and Cycle Parts and Accessories Association.

September 2, Muskegon, Wis.—Muskegon Motorcycle Club's annual inter-state meet.

"Motorcycles and How to Manage Them." Price, 50 cents. The Bicycling World Co., 154 Nassau Street, New York City.

MACLEAN TAKES HOUR EVENT

Celebrates Bunker Hill Day by Trouncing Moran and Collins—Hill Surprises the Amateurs.

Hugh MacLean won the hour race which formed the feature of the Bunker Hill Day meet at the Revere Beach saucer on Monday last, 17th inst. In the sixty minutes of riding MacLean covered $39\frac{3}{5}$ miles and defeated his milkman, James F. Moran, who totalled $38\frac{3}{4}$ miles. Elmer J. Collins, of Lynn, brought up the rear with $35\frac{3}{4}$ miles. A large holiday crowd watched the races.

From the start to the finish the hour race was particularly interesting and from the fifth mile developed into a duel between MacLean and Moran, although accidents cut down the distance somewhat. MacLean caught Collins napping at the start of the race and before half a lap had been covered MacLean had got first place. Collins tried hard to regain the lead but to no purpose and in the eighth mile Moran, who began to get stronger all the time, passed. After fifteen miles Collins was practically out of the running.

MacLean punctured on the 17th mile, but remounted in time to avoid losing laps, while Collins changed motors in the 23d mile. MacLean had a new wheel and Moran took the advantage for a slight lead, but MacLean got another puncture in the 25th and was enabled to switch back to his own wheel. Moran's tire went flat soon after 30 miles and he was forced to a strange mount, which did not fit so that MacLean gained two laps. In the 35th Moran dismounted from broken spokes and lost four laps to MacLean while changing. The race came to a finish with MacLean only one-sixteenth shy of a full mile lead over the milkman.

Pat Logan of South Boston and Dennis Connelly of Everett rode a ten mile paced race that was snappy all the way. "Father" Logan unlossed more speed and won out by $1\frac{1}{2}$ miles in 15:51 $\frac{3}{4}$.

Fred Hill of Watertown surprised the crowd by winning the five mile and scoring second in the mile open for amateurs. The five mile with special mile prizes developed a sprint every eighth lap. The first went to P. W. Collins of Wakefield, and Helander of Brockton won the second. Walker of Wakefield was up front when the third mile was passed and Tom Connelly was picked by the judges for the fourth. Hill won the final in a blanket finish from Tom Connelly with John Cullen close up.

The mile open looked like a fight between the Connelly brothers, Connors and Helander, but Hill slipped into second place on the last eighth and was beaten by Tom

Connelly by only a few inches. Helander got third. The summaries:

One hour motor paced, professional—Won by Hugh MacLean, Chelsea; second, James F. Moran, Chelsea; third, Elmer J. Collins, Lynn. Distances covered, $39\frac{3}{5}$ miles, $38\frac{3}{4}$ miles and $35\frac{3}{4}$ miles.

Ten mile motor paced, professional—Won by Pat Logan, South Boston; second, Dennis Connelly, Everett. Time, 15:51 $\frac{3}{4}$.

Five mile open, amateur—Won by Fred Hill, Watertown; second, Tom Connelly, Everett; third, John Cullen, Boston. Time, 13:07 $\frac{1}{2}$. Mile prizes—Collins, Helander, Walker and Connelly.

One mile open, amateur—Won by Tom Connelly, Everett; second, Fred Hill, Watertown; third, Charles Helander.

Family Illness Calls Walthour Home.

Robert J. Walthour, who has been trying in Europe to see how close he can come to killing himself without actually accomplishing the trick, unexpectedly arrived in New York last Saturday, aboard the Lorraine. Walthour was accompanied by Mrs. Walthour and the four little Walthours. The champion's return from Europe, where he was enjoying profitable contracts and a fall every other race, was not because of his bruises, but because of cable advices that his mother was dangerously ill in Atlanta, Ga. He secured a leave from the German promoters, but will have to return and fulfill his contracts, unless he can purchase his freedom. If the latter can be accomplished Walthour states that he will rest in Atlanta for a while and then go to Salt Lake City.

Alabama Motorcyclists Adopt a Pledge.

The Birmingham (Ala.) Motorcycle Club has placed itself on record as being opposed to road scorching and ungentlemanly conduct by passing the following pledge: "All members hereby pledge themselves to stop their motors and if necessary walk by frightened horses or mules no matter where met, to strictly observe speed regulations and the general welfare of the public and to endeavor to promote enthusiasm rather than antagonism in motorcycling." Robert Stubbs was elected president of the new club, Sterling Alvord, vice-president, and "Official photographer," and E. W. House, secretary-treasurer.

Seeley Sails for His Annual Tour.

Alfred H. Seeley, of the Century Road Club of America, who usually spends his vacation a wheel in Europe, embarked on Thursday on the Amerika for Plymouth, England. He expects to be gone about two months and will put in the time touring the British Isles, the Lands End to John O'Groat's trip being his first ambition. He will be joined at Plymouth by Carl von Witzleben, of Hamburg, who always has accompanied Seeley on his continental jaunts. Seeley took his Racycle Pacemaker with him, also a supply of spare tires.

KRAMER HELPS CLARK WIN

Champion Contest to Play "Second Fiddle," Apparently to Down Lawson—Clark Breaks World's Record, Too.

Salt Lake City, June 12.—A. Jack Clark, the "Kangaroo Rocket," proved his fitness to the title last night by winning both the professional races, and in the half-mile handicap breaking the world's record for that distance. Clark covered the half in 53 $\frac{3}{5}$ seconds. The old record was one-fifth of a second more, and was made by Clark last August on the Salt Palace saucer.

The best meet of the season and 5,000 persons saw it. All the official machinery was well oiled and the races were gotten off quickly. Fast time was made in all the events but in the half-mile handicap the Australian proved that he is a flier of the first order, by breaking the world's record, and this so early in the season. Clark was helped to win both races by Kramer. Hal MacCormack and Ed Mayer shared honors in the amateur events, while Hardy Downing beat Gus Lawson in the paced race.

The half-mile handicap in which Clark made his record-breaking ride was easily the feature of the program. Lawson did not ride. The handicapper was kind to Lawson and placed him on the 10-yards mark. This jarred the "fans" who had never seen the former world's champion on any mark but scratch, and so when the final came Lawson told the referee he had a flat tire and was excused. Kramer and Clark, both on scratch, qualified and the Jerseyman started to pull the "Kangaroo Rocket" from the crack of the gun. The middle distance men were up to the same game, but Kramer was equal to the occasion and as the bell sounded a lap and a half from home Kramer sat up and turned the "Rocket" loose. Clark streaked around the top of the saucer like a tom cat full of bird shot, and the long-markers got a whiff of real speed as he disappeared in the distance. About five lengths with Clark at one end and the bunch at the other, was how it looked as he crossed the tape. The new record was the result.

There were enough combinations in the three mile lap race to win an election, but somehow or other they missed fire. Downing, West, Munroe and Mitten started out to gain a lap, but Munroe and Mitten petered out and Downing left West with about a quarter of a lap to make up. Four laps from the tape Hollister broke loose from the bunch with Hopper on, for a good getaway, but Kramer took a hand and called to Clark to get on. Clark and the rest of the bunch "got next." Kramer let Clark through at the proper time and the "Rocket's" marvelous burst of speed carried him across the tape with another first tucked under his jersey. Hopper got sec-

ond, Pye third and Lawson coasted across for fourth.

The motor paced race between Gus Lawson and Downing was easily the former's until Lawson's chain broke. Lawson could have passed Downing several times but slowed up each time to make a grandstand finish. When it came time for the final sprint Lawson's chain broke and Downing won sitting up.

Hal MacCormack, with 80 yards, won the final of the three-quarter mile handicap and Ed Mayer won the unlimited pursuit. Walter DeMara, of San Francisco, was the last man caught. The summaries:

Three-quarter mile handicap, amateur—Won by Hal MacCormack (80); second, Rodney Diefenbacher (65); third, Erickson (130); fourth, Walter DeMara (scratch). Time, 1:25 $\frac{3}{4}$.

Unlimited pursuit, amateur—Won by Ed Mayer; second, Walter DeMara; third, P. Giles; fourth, A. Crebs; fifth, Fred Schnell. Distance, 2 miles 5 laps 40 yards. Time, 6:06 $\frac{3}{4}$.

Half mile handicap, professional—Won by A. J. Clark, Australia (scratch); second, Saxon Williams, Chicago (70); third, Ben Munroe, Memphis (95); fourth, Worthington Longfellow Mitten (80). Time, 0:53 $\frac{3}{4}$ (world's record).

Three mile lap, professional—Won by A. J. Clark, Australia; second, Norman C. Hopper, Minneapolis; third, E. A. Pye, Australia; fourth Iver Lawson, Salt Lake City; fifth, C. L. Hollister, Springfield, Mass. Time, 6:08 $\frac{3}{4}$.

Five mile motor paced match—Won by Hardy K. Downing, San Jose; second, Gus Lawson, Buffalo. Time, 8:01.

Schwalbach, Jr., Upholds Family Fame.

Arthur Augustus Schwalbach, whose well known daddy, Alex Schwalbach, named in honor of the renowned A. A. Zimmerman, made his debut as a bicycle speed merchant on Tuesday, 18th inst., at the annual field day of Public School No. 128, of Brooklyn. Incidentally, "Jimmy's" young namesake made good, winning the only bicycle race on the program, the quarter mile scratch, in the good time of 45 $\frac{1}{2}$ seconds. The bicycle race was the feature event on the card and attracted a lot of youthful racers. It was just like a real race in that two of the riders, Tupper and Troy, went down on one of the turns in the second lap. Neither of the boys were hurt outside of a few scratches. Schwalbach won out in a blanket finish from P. Webb, with E. Mayer close up. A. Barbieri was fourth.

Muskegon Postpones Its Meet.

The Muskegon Motorcycle Club's intended fifth annual inter-State race meet has been postponed until Labor Day. It was planned to hold it on July 4, but as the Chicago Motor Cycle Club has a race meet on the tapis for that date the Michigan motorcyclists have decided to lay their meet over until September 2d, and instead go to Chicago.

OLDEST CYCLIST IS AN OHIOAN

Illinois's Davis Almost a Youth by Comparison—Ohio Man Began Riding When Seventy-six.

For many years Thomas W. Davis, the veteran rider of Peoria, Ill., who is in his 82d year and has some 120,000 miles to his credit, has been hailed as the grand old man of cycling, but he must now share the laurels with another candidate for the honors, who, while not having as great a mileage record, is still older, being in his 85th year, and who is almost as active a cyclist. Davis did not take up the bicycle



HENRY MAUNDER

until he was past 60, but the new candidate for veteran fame did not mount a machine until he was 76, since which time he has ridden over 23,000 miles.

Oddly enough, Davis's compere is like himself an Englishman by birth. His name is Henry Maunder and he lives in Painesville, O. From Painesville he very often rides to Cleveland, returning the same day, a total distance of sixty miles, to say nothing of shorter trips to Ashtabula and other places in northern Ohio. People along the highways about Painesville are all familiar with the pleasant old gentleman and marvel at the grace and ease with which he pedals his machine.

It was the quest for health that originally converted Maunder to the bicycle. He had been a great sufferer from the pains of advancing years and friends and physicians advised the use of the bicycle. He rather ridiculed the idea of its being able to help him, but was ultimately persuaded to try it. Thus at 76 he learned to ride, and he has been an enthusiast ever

since. To-day he is straight of stature and has a complexion rosy with health and vigor.

Maunder was born in Collumton, Devonshire, England, in 1823, and came to America in 1850, settling in New York. He later moved to Ohio, settling in Painesville, which he has since made his home. He lives a simple and regular life, occasionally arising early in the morning and taking a sixteen or twenty mile spin long before the other members of the household are astir, returning for breakfast with a school-boy's appetite.

"I attribute my hale and healthy condition to the bicycle," he said to a Bicycling World correspondent, "and, thank God, aches and pains are now rare afflictions with me. I hope and expect to pass the century mark, and when I do I shall attribute my longevity to my bicycle."

Who's Who at Salt Lake City?

Although the season has just started hard feeling already is manifested in Salt Lake City. It is of the kind that will add zest to the conflicts on the Salt Palace saucer, however. The first outbreak occurred last week when a dispute arose at the track between A. J. Clark and Iver Lawson. So many were of the opinion that Clark can ride rings around Lawson that the Swede got his dander up and pulled out a hundred dollar bill and bet Clark that he could beat him in any kind of a race at any distance. Clark didn't have the century so the dispute blew itself out, but a match race between the pair will be next in order. The incident has been the cause of two strong combinations already. McFarland and Lawson naturally will work together while Clark, Pye and Kramer form the opposing combination. Clark is undoubtedly moving faster than any other rider on the track, and when Kramer gets into condition, as well as Lawson, there will be a continual battle between these two forces.

Chicago to Have a Road Race.

After several years of ups and downs bicycle road racing is to be revived in Chicago this summer by the Chicago Cycle Dealers' Association, and the first contest is on the program for July 4. It will be a 25-mile handicap, starting at Grant's Monument in Chicago and going to Evanston and return. It will probably be run under N. C. A. sanction. To induce crack riders from all parts of the country to compete valuable prizes will be offered, a \$400 piano going to the winner. The other prizes have not been settled yet, but several bicycles are assured.

The Pike's Peak Motorcycle Club, the formation of which was noted in last week's Bicycling World, is in Colorado Springs, Col., and not Denver, as was reported. The club will hold a series of short distance races on June 30th and is making preparations for a big road race on July 4.

ENDURANCE CONTEST LENGTHENED

Eight Miles Added to the Course—Rules and Time Schedule That Will Govern the Event.

The rules that will govern the Federation of American Motorcyclists' national endurance contest, New York to Providence, July 30-31, made their appearance this week. They disclose that some minor changes

Although the entry blanks will not be ready for distribution until Monday, several of the veterans of previous endurance contests already have booked their entries and laid claim to the numbers worn on the other occasions. Thus, J. F. McLaughlin, the N. S. U. man in New York, has obtained No. 1, which he wore in the contests of 1905 and 1906, F. A. Baker, the Indian distributor in New York, has again secured No. 7, while B. A. Swenson, of Providence, has developed partially for No. 6, and "Long

III. Classification.

Competitors shall be classified as follows:
Class A—Riders of single cylinder motorcycles.

Class B—Riders of motorcycles having two or more cylinders.

IV. Start.

The start of the contest shall be from the intersection of Broadway and 108th street, New York, at 4.30 a. m., Tuesday, July 30, 1907. Competitors will be despatched in batches of fours at one minute intervals and in the order of their numbering. No allowance will be made for failure to start at the specified time.

Contestants shall report with their machines to the committee or its representatives before 8.30 p. m., Monday, July 29th, at 238 West 108th street, New York, in order that numbers and schedules may be delivered and the machines inspected and marked for identification. The schedules shall show the chief points en route, the progressive distances and the times at which each respective competitor is due at controls.

V. Route.

The route of the contest shall be from New York to Providence, 305.4 miles, via Yonkers, Tarrytown, Peekskill, Poughkeepsie, N. Y., Lakeville, Conn., Lenox, Lee, Springfield, and Worcester, Mass.

The first day's run shall be from New York to Springfield, 200.3 miles.

The second day's run shall be from Springfield to Providence, 105.1 miles.

VI. Conditions.

Controls will be established at Poughkeepsie, Lenox, Springfield, Worcester and Providence, each of which will be designated by a blue flag, and at which place an official checker will note on a score sheet the time of arrival of each contestant, to which the latter personally must subscribe by attaching his signature.

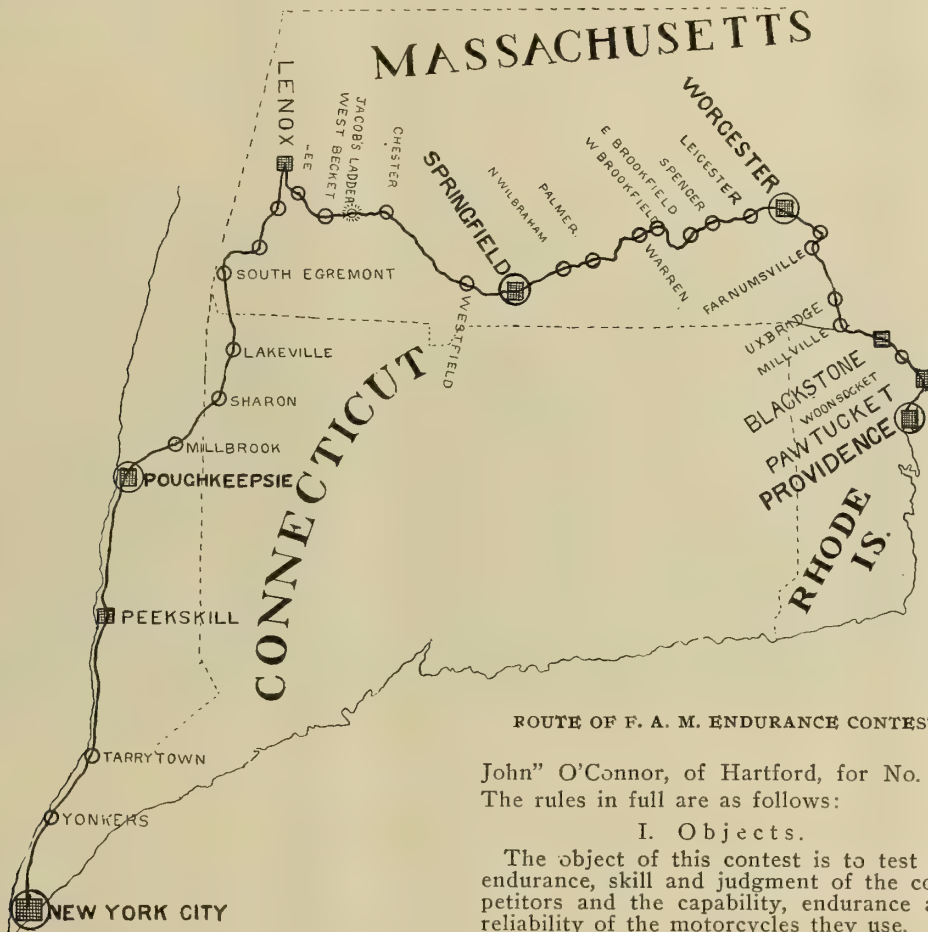
The schedule and the arrivals at controls shall be based on an average rate of speed of 15 miles per hour. Five minutes allowance, fast and slow, will be granted for variation of watches; but in event of disagreement the time of the checker's watch shall be accepted. Competitors are forbidden to insert their arrival times in score sheets, and their coming within sight of controls and waiting for the time to elapse shall be deemed sufficient cause for disqualification.

On arrival at the Springfield control, competitors shall forthwith deliver their machines to the referee or his representative, and no repairs or replacements shall be permitted until they are released by him the next morning.

No entire replacement of motors or carburetors shall be permitted; and no change of sprockets or pulleys, save in case of accident, when the replacement shall be not such as will reduce the gear.

When nearing foot of the westerly slope of Jacob's Ladder, near Lee, Mass., where a checker with blue flag will be stationed, competitors shall dismount and, in the order of their arrival, shall undergo the hill climbing test by making the ascent of that hill, without regard to time but under the observation of checkers stationed thereon. But one trial shall be permitted save only in the event that a competitor may be blocked by traffic on the road.

On arrival at the finishing point at Hills Grove track in Providence, and after their times shall have been noted on the score sheet, competitors under the direction of and as required by the referee or his representatives shall empty their fuel tanks and carburetors, and shall replenish them with one measured pint of gasoline, which will



ROUTE OF F. A. M. ENDURANCE CONTEST

John" O'Connor, of Hartford, for No. 29. The rules in full are as follows:

I. Objects.

The object of this contest is to test the endurance, skill and judgment of the competitors and the capability, endurance and reliability of the motorcycles they use.

II. Entries.

Entries shall be restricted to amateurs riding motorcycles equipped for pedal propulsion, the engines of which do not have a piston displacement exceeding 61 cubic inches, and which are not provided with auxiliary exhaust parts, and which are equipped with efficient mufflers.

The entry fee shall be \$5 and must accompany entry blank. The entry list will be closed July 20th, by the chairman, H. J. Wehman, 108 Park Row, New York, unless in the judgment of the committee it shall be deemed wise to have it remain open beyond that date.

Each person making an entry thereby agrees to conform to and comply with the rules as here laid down in connection with the competition rules of the Federation of American Motorcyclists.

Each person making an entry thereby agrees to comply with the legal requirements of the States of New York, Connecticut, Massachusetts and Rhode Island; and to hold blameless the Federation of American Motorcyclists and its members for any loss or injury to himself or property, and to assume responsibility for any loss or injury in which he may become involved by reason of participation in this contest.

have been made since the original outline was given out, the most important of which is that the finish will not be in the city of Providence, as first intended, but at the Hills Grove track, some 8 miles distant, thus making the total distance 305.4 miles. To avoid the undue "stringing out" of the start, competitors will not be sent away singly at 30 second intervals, but in batches of four at intervals of one minute. The schedule of the first "batch of four" will be, therefore, as follows:

First Day, July 30.

Leave New York, 4.30 a. m.

Arrive	Miles.	Due.
Poughkeepsie, N. Y.	78.3	9.45 a. m.
Lakeville, Conn.	117.1	12.18 p. m.
Lenox, Mass.	149.8	2.29 p. m.
Springfield, Mass.	200.3	5.51 p. m.

Second Day, July 31.

Leave Springfield, 7 a. m.

Arrive	Miles.	Due.
Worcester, Mass.	52	10.28 a. m.
Providence, R. I.	105.1	2.01 p. m.

be supplied for the purpose, and without further adjustment than may be made without the use of tools, shall complete the greatest distance possible on the track at a speed that shall average not less than 15 miles per hour and with power applied. Pedalling shall be permitted only in starting and then for a distance not to exceed 220 yards. Failure to start the motor in that distance shall retire the competitor from this, the economy test, without credit. Coasting without power, save when the fuel shall be manifestly exhausting itself shall be deemed cause for disqualification. All gasoline, oil or supplies obtained en route must be paid for by the contestant.

V. Basis of Awards.

Each competitor in each class shall be given an initial credit of 1,000 points, and shall be subject to these penalization:

(1) In both classes:

One (1) point for each minute late at any control, or two (2) points for each minute in advance of schedule. Thirty (30) minutes in advance thereof shall entail immediate disqualification and elimination from the contest.

(2) In Class A:

Twenty-five (25) points for failure to ascend the slope of Jacob's Ladder without dismounting.

Ten (10) points for failure to make the ascent without pedaling, which shall be deemed to be more than three revolutions of the cranks at any successive periods.

In Class B:

Fifty (50) points for failure to make the ascent without dismounting.

Twenty-five (25) points for failure to make the ascent without pedaling, as limited in Class A.

(3) In both classes:

One (1) point progressively in the order in which the contestant shall finish behind the leader of his class in the economy test, such points to be based on the number of starters from New York in each class. Thus, if forty men start in Class A the leader in the Economy Test will incur no penalization, but the second man will be charged with the loss of one point; the third, two points; the fortieth man, 39 points. In class B, the basis of scoring will be similar but separate and apart from Class A.

VI. Awards.

A diamond medal will be awarded for the best score in each class.

In Class A, there shall be awarded nine additional medals, combining gold and silver, for the next succeeding best scores, and in Class B—provided there be not less than 12 starters—three additional medals of gold and silver will be similarly awarded.

A special gold medal will be awarded for the best score made by the contestant who is not engaged in the manufacture, sale or repair of motors or motorcycles as a trade or profession, and whose machine shall have been his private and absolute property for at least 15 days preceding the date of the contest, of which facts satisfactory proof shall be furnished if required.

The winners of these medals shall be designated "Honor Men."

To Change the Motorcycle Rules.

On the motion of Chairman Douglas, the F. A. M. Competition Committee is now taking a mail vote on his proposal to eliminate from the rules the 110 pound weight limit, which has obtained in the national championship events and also to substitute for the elastic 5 horsepower limitation on machines used in track events, a maximum piston displacement limit of 61 cubic inches. Both proposals likely will be carried.

BAKER ON ENDURANCE CONTESTS

Veteran of Four of Them Presents Some Instructive Points—Parts Played by Throttle and Gears.

F. A. Baker and T. K. Hastings, two New Yorkers, who have designs on the honor medals offered for the best scores in the F. A. M. national endurance contest, went over the route as far as Springfield on Sunday last. The road is not now at its best, but both riders agreed that as a course for a contest of the sort it is quite "up to the mark." They conceived considerable respect for Jacob's Ladder, where the hill climbing test will occur.

Baker is a veteran of four endurance contests, including the never-to-be-forgotten contest up one side of the Hudson river and down the other, thence over the sandbeds of Delaware and Maryland to Cambridge in the latter State. He also started in last year's run from New York to Rochester, and was heartbroken at being among the number who were "drowned out" by a cloudburst when almost in sight of the goal. In talking of his experiences, he let fall not a few points of value to intending competitors in affairs of the kind.

"While a fifteen mile an hour schedule may appear very simple," he said, "to live up to it is absolutely necessary to keep going all the time; and not only to keep going, but to ride nearer twenty miles an hour, which means a gain of fifteen minutes in each hour. Four hours riding at 20 miles an hour means a gain of one whole hour, which leeway is absolutely necessary to provide for 'happenings.' It doesn't pay to dismount, if one can possibly avoid it. Usually when a man decides to stop for but a minute it is five or more before he again gets going. Even on the best roads I rarely exceed twenty-five miles an hour. It does not pay. It involves running on the throttle, and fifteen minutes with an open throttle means fifteen minutes of intense heat on the exhaust valve; and a broken exhaust valve is very often equivalent to the loss of a medal. I run on the spark as much as possible, or with the throttle open ever so slightly, and this slight opening I close when going down hill to keep the valves as cool as possible."

Baker also remarked the importance played by the gear of a machine. He himself inclines to the use of rather a high gear because, as he expressed it, "it not only covers ground, but does not heat the engine," as is the case when a seventeen tooth sprocket, for instance, is used. With a low gear the exhaust is practically continuous; the exhaust from the muffler of a machine fitted with such a gear is practically an unbroken stream of blue flame. Baker said that he personally would rather use a high gear, even though it entails pedal assist-

ance on the steeper hills, but when such a hard grade as Jacob's Ladder is involved a gear too high means penalization and the selection of the right one therefor is of enormous importance.

The necessity of obtaining gasoline and lubricating oil of the proper quality are also items which are not to be overlooked.

"Ordinarily," said Baker, "one might go over the route of an endurance contest without undue concern, but in the contest itself the nervous strain is considerable. Only a man who has had a puncture or 'happening' when nearing a control can appreciate the feeling that comes of knowing that valuable minutes are being ticked off while he is 'anchored.'"

Ogden Meet Attracts Big Crowd.

The largest crowd in several seasons, numbering 3,500 paid admissions, witnessed the races at the Glenwood saucer, Ogden, Utah, on Monday night, 17th inst. All the heats and finals were snappy and full of go, and as a sporting event the meet was a big success, but there was some disagreement between the promoters and the riders, it is stated.

A. J. Clark, of Australia, and Cyrus L. Holister, of Springfield, accounted for the professional events, while George Robinson and Fred Schnell won the races for "simon pures." Gus Lawson, of Buffalo, attempted to break T. M. Samuelson's motor record of 1:08½, made three years ago, but failed by three seconds. The summaries:

Three-quarter mile handicap, amateur—Won by George Robinson; second, Morris; third, Erickson. Time, 1:31½.

Quarter mile, open, professional—Won by A. J. Clark, Australia; second, Hardy K. Downing, San Jose, Cal.; third, W. E. Samuelson, Salt Lake City; fourth, E. A. Pye, Australia.

Two mile open lap, amateur—Won by Fred Schnell; second, P. Giles; third, Geo. Robinson; fourth, A. Broadbeck. Time, 7:07½.

Two mile lap, handicap, professional—Won by C. L. Hollister, Springfield, Mass.; second, S. L. Wilcox, Salt Lake City; third, Fred West, Salt Lake City; fourth, W. E. Samuelson, Salt Lake City.

One mile, motor exhibition—By Gus Lawson, Buffalo. Time, 1:11½.

"Dead" Club Serves Outlaw Purposes.

W. A. Estes and several other New England motorcyclists who are under long terms of suspension for participation in "outlaw" events, intend to give themselves a chance on July 4th, and also to get other riders into trouble. If the authorities do not prevent it—for it is contrary to law—they will hold a road race on that day on a course near Waltham, Mass. It is being promoted in the name of the Waltham Autocycle Club, which has been "revived" for the occasion only, and which is best remembered because of its disgrace for not delivering championship medals.

HOLT TRIES TO REACH FEZ

American Cyclist Undertakes the Journey—
Why He Failed to Complete It is
an Interesting Story.

Tangier, Morocco.—In spite of the difficulties which attended my former bicycle excursions here, I decided to attempt another in order to ascertain whether or not it would be impossible to go from Tangier to Fez by wheel. It would. I set a time for the journey and engaged a Moor to accompany me—a young fellow whom I had employed more or less while here. He claims to be a guide, but I doubt the ve-

disuse, so that I had some doubt as to their ability to withstand the wind. However, I backed the fossil out into the open air and extracted a pump—or inflator, as the English have it—from a leather case containing at least five pounds of bolts, rivets, and miscellaneous supplies, and blew up the tires. They held, so I turned the machine over to Bogate, with instructions to take it to the hotel.

Now Bogate is a liar by birth, instinct and education. He had told me that he knew something about bicycles and that he had ridden one a little. I thought this might be true, as he had at various times in his checkered career, not only been imprisoned in the *vasbah*, but worked for Europeans. But the moment he put his

inch—then ears went up, eyes opened, and with a snort the beast sidestepped about five feet, while the Spaniard on its back nearly fell off. Had it not been for his long legs he would have gone over for a certainty. Then ensued another species of cursing, in Spanish this time. The Spaniard cursed the donkey first as having been the cause of his discomfort; then the bicycle for causing the donkey to jump; then Bogate for having the wheel; then myself for employing Bogate, and finally the whole bunch of us collectively, taking me for an English tourist who was spending the day in Tangier. But there is one member of the L. A. W. who can cuss a little in Spanish himself, as the fallen Don astride the jackass was surprised to learn. But the in-



INCIDENTS OF HOLT'S ATTEMPT TO REACH FEZ

racity of this claim, for reasons which will appear later in my story. His nick-name is Bogate (which means "mustache"), his real name having been lost in the shuffle. My next requirement was a bicycle, and I bethought me of a German acquaintance who had told me that he had a wheel, "a ferry fine wheel, ferry fine," which I might use whenever I wished. It was at his office, down upon the beach, where I might get it at any time. So, accompanied by my guide I went to get the wheel. My German friend was pleased, and leading me into his office, pointed to the wheel with smiling pride. But somehow I missed the keynote of his joy and struck a discord instead.

As I looked upon it I felt something give in my bosom, and as I "hefted" it, I thought things that would not appear well in print. It weighed fully fifty pounds. It was of German manufacture, and ten years ago, would have been classed among the best. It was a chainless machine, but not free wheel. The pedals were of the sort that resemble a Moorish stirrup and the handle bars were the kind one has to reach for. A horn had been fastened on the front of the wheel. The tires had been used but a very little, but had cracked from

hand upon the wheel I knew that he had been stringing me—again. He held the wheel by one handle and led it along as he would lead a donkey. For a dozen paces the ground chanced to be smooth, and nothing happened. But just about the time that a large smile was beginning to break over Bogate's face, the front wheel struck a stone, swerved, and the surprised Moor was pulled over on top of the machine. Rolling over, he looked about and then in choice Arabic, asked who had tripped him, and in the same breath called down the curses of Allah upon the offender.

This was the beginning of a trip of about half a mile through the town, from the beach to the hotel. Bogate was a little more careful thereafter, and kept one hand on the saddle, but there was still more in store for him. Just at the head of a narrow street, leading up a hill a sleepy donkey approached, surmounted by a still more sleepy Spaniard. His hat was pulled down over his eyes, his legs hung bonelessly with feet nearly touching the ground. I thought of Don Quixote, and began to laugh. Just then the bicycle, led by Bogate, reached the Donkey. One eye listlessly opened about an eighth of an

inch—then ears went up, eyes opened, and shouting *Ar-r-o!* (Go on) to the donkey.

As soon as we stopped at the door of the hotel the natives began to gather. Some of them had seen bicycles, but not chainless ones, and they were at a loss to know what made it go. One or two of the more daring ones, including Bogate—who had now gotten on easy terms with the "foreign devil"—wished to ride it. I let them try, and was well repaid for the danger to the wheel. Hamido, one of the servants at the hotel, tried to operate it but insisted upon pushing down upon both pedals at once. Finally he gave it up, looking at the wheel with disgust and saying:

"Ya la tif! me no speak."

"Ya la tif" is an Arabian expression much the same as the American "wouldn't that jar you" and "speak" generally takes the place of any verb among the few Moors who know a little English.

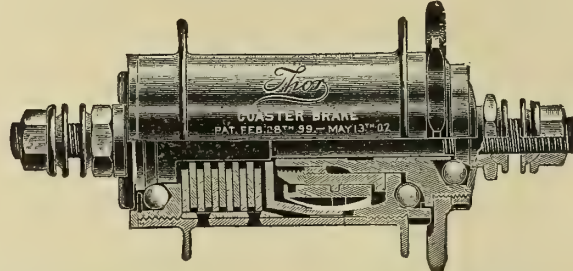
Finally the crowd got so large, and the would-be riders so excited over their failures, that I put the wheel into the hotel amid a chorus of "ya la tif." The next morning I began my second bicycle trip in Morocco.

GEORGE E. HOLT

Thor

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The Thor Coaster Brake

has nine square inches of friction surface. Absolutely reliable. Simple, uniform and effective lubrication.

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THE WHEEL IN THE WINDOW

And Why It Is Still There—A Stirring Tale of Ambition that Over-reached Itself.

"LOST—A Bicycle Rider, somewhere on the road between Philadelphia and New York. Reward if returned to Greenwich Avenue, New York City."

Perhaps no one saw this advertisement in the lost and found columns of the daily newspapers Monday. It is certain no one did for it wasn't there. At any rate one Claire Richardson, an elevator manipulator by profession and a bicycle rider by calling, only he imagines the call a little louder than it really is, was lost on the highways between the Quaker City and Manhattan last Sunday, 16th inst. In fact, he still is lost, not having reported up to Thursday night, but his friends and others, entertain no fears as to his safety, believing that he will slink around when the sting of it wears off.

But don't think it Richardson's fault that he did not accomplish what he set out to do—ride from New York to Philadelphia and return within 17 hours. Far from it. Richardson was not acclimated, that's all. He has been accustomed to inhaling the rarefied ozone from the dizzy heights of an elevator shaft, to say nothing of the fact that his mind sometimes floats around in an ethereal haze of ambition, that to awake to the grim reality of having to pedal nearly 200 miles inside of 17 hours was akin to the shock produced when one finds himself marooned on a stalled elevated train in Brooklyn with not an oasis of a thirst parlor in sight. Little wonder then that Richardson, stout of heart though he imagines he is, trembled with trepidation when he realized the magnitude of the task he had set himself to do. And, again, "little wonder," that he failed to accomplish what would have been one of the most "wonderful" and most "astonishing" performances of the age, that is, if Richardson had done it.

Here is how it all came about. There is on Greenwich avenue, which used to be the Broadway of original New York, "far from the madding throng," a bicycle store presided over by Harry Brower. Here of a night cyclists are wont to gather together to reminiscence of the past and to dream of the future. At one of the evening sessions recently Richardson was audibly dreaming about record-breaking and long-distance rides, which seemed to infer that he, Richardson, was about the only person extant who could ride a bicycle so fast that he could start with his shadow in front of him and then beat it to the goal.

Now Brower is a mild-mannered chap, and doesn't like to argue, but nevertheless it nettled him just a little to hear Richard-

son going on the way he did, so he said, quiet like:

"Well, Dick, if you can ride from here to Philadelphia and back in 17 hours or under, you can take that new racer you see in the window there."

Sunday was the time set for the attempt and Richardson left the city at 2:45 a. m., followed by Peter Wollenschlager, George Gerhart, and Ed Fanning, to see that he did not take any pace on the way to Philadelphia. The route was through Newark, New Brunswick, Trenton, Bristol and into Philadelphia. The party reached Philadelphia at 11:45, where Richardson changed his gear from 100 to 88. This took some time as the rule was that he had to make all re-



NEW YORK BRANCH: 214-216 WEST 47TH ST.

pairs or replacements unaided. They left Philadelphia at 12:45, but Richardson was about "cooked" by the time Bristol was reached, and was moving so slowly that "High Hat Fanny" went ahead into Bristol to engage an undertaker. Richardson did not need him however, as he quit a little while after. Rumor has it that he took a train at Princeton. Gerhart and Fanning finished and made the round trip in 18¼ hours. At a late hour Thursday night Richardson had not answered to roll call at the Greenwich avenue meetings and the racer is yet in Brower's window, where it is likely to remain.

Motorcycles to Figure at Hammondsport.

Hammondsport, N. Y., is to have a celebration of its own on June 26th, and as G. H. Curtiss and Curtiss motorcycles have done much to spread the fame of the town, of course motorcycles will figure in the celebration. Curtiss has secured sanction for a hill climb, and a ten mile road race, and says that they will be "pulled off" even if he and his right hand man, Albert Cook, have to do all the racing and climbing themselves.

FATALITY ON BERLIN TRACK

Pacemaker Falls and is Killed by Machine That Followed—Americans Among "Also Rans."

Peguy, one of the best known foreign pace makers, is dead, and he met his death in much the same manner in which poor Harry Elkes was killed. The accident happened at the Spandau track in Berlin on Sunday, 9th inst.

Arthur Vanderstuyft, Nat Butler, Paul Guignard, Ryser and Peter Gunther were engaged in a 100-kilometer paced race when, in the 91st kilometre, one of the tires on Peguy's pacing machine, which was in front of Guignard, burst. Peguy fell on the cement surface and Guignard was dragged about 15 yards before the motor came to a stop. Peguy was unhurt then, but lay at full length on the track when Amerigo, with Vanderstuyft in tow, came around at full speed.

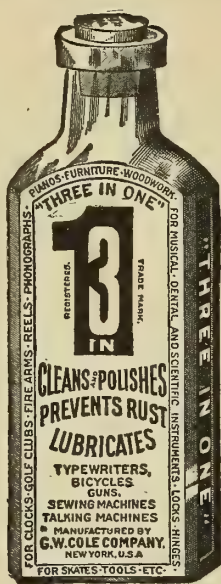
Amerigo tried to go to one side of Peguy, Guignard and their machines, but did not have time to switch up and the heavy stationary foot rest of Amerigo's pacing machine struck the prostrate Peguy in the head. The blow split his skull and fractured his jaw. Amerigo and Vanderstuyft fell, the former receiving several cuts and bruises besides a sprained ankle.

Peguy and Amerigo were removed to the hospital and although the most eminent surgeons in Germany did all in their power to save the unfortunate pace maker, he died ten minutes past three Monday afternoon, with Butler, Guignard, Vanderstuyft, and Gunther around his bed.

"Woody" Hedspeth, the American negro, was the whole show at Bourg on June 9th. He won two heats in his match against Mouthier and finished first in the match pursuit behind motor pace.

Although Joe Fogler was beaten in his match race against Emile Georget at Tours on June 9th, the 5,000 spectators accorded him more applause than they gave the winner. The reason for the outburst was that Fogler rode a brilliant race after a hard fall. In the 12th lap, the six-day champion took a header and was badly cut and bruised, Georget in the meantime gaining two laps. Though bleeding profusely Fogler remounted just as Georget was about to gain his third lap and unpaced sprinted and regained one of the lost laps. The match went for 50 kilometres and Georget won by a third of a mile in 1:08.53½.

J. T. Halligan made his debut as a match pursuit rider at the Velodrome Buffalo, Paris, on June 6th, in an unlimited match pursuit against Seigneur, but the American was tagged after 8 minutes 9 seconds of riding. Bardgett, John Bedell, and Krebs competed in the scratch race, but were shut out in the preliminaries, the final going to



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Walter Rutt. Hourlier was second by a half length. Troussilier defeated Leon Georget in the paced race.

France's most important event of the track is the annual Grand Prix which, last year and the year previous, was won by Kramer. Although the American champion is a non-contestant this year, all of the fastest sprinters in Europe are contesting for the rich prize. The first day of the 14th annual meeting was on June 9th, the races being run on the municipal track at Vincennes.

Ellegaard, Friol, Poulain, Mayer, Rutt, Schilling, Jacquelin and Dupre qualified in the trial heats. Bardgett and Schwab were the only Americans to compete and Bardgett was beaten by inches in his race against Jacquelin, while Schwab was unplaced.

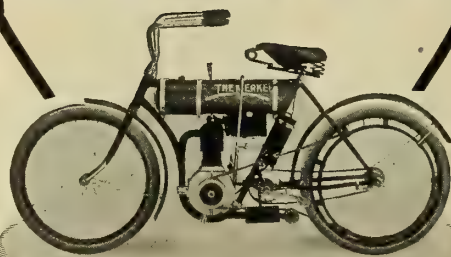
Ellegaard won the one mile international handicap from the 10 metre mark with Poulain, scratch, second by a half wheel, and Rettich third. Bardgett, Krebs and Schwab were disposed of in the heats. Bardgett, however, annexed a few francs in lap race.

Gustave Garrigon, of France, won the twelfth annual Paris-Brouxelles road race on June 9th. His time for the 400 kilometres was 14:35:00. The race developed two dark horses—Crupelandt, of France, who finished second, in 14:36:24, and Wancourt of Belgium, who carried third in 14:36:52. Cyril Vanhouwaert finished fourth, his time being 14:40:00. Seventy-eight riders started, only eighteen of whom finished.

One More Club in Baltimore.

Baltimore, the city of monuments and bicycle clubs, has added another of the latter to its already long list. Cyclists of the southwestern part of the city have formed the Columbia Wheelmen.

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Model Merkel Motor Cycle—IT'S A WINNER WHEREVER IT'S SHOWN—stands the wear and tear of the hardest roads—climbs hills like a 10 Horse power machine and goes with Merkel Speed!

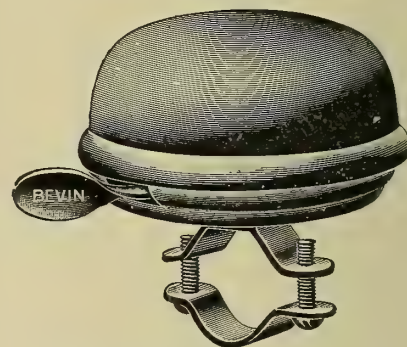
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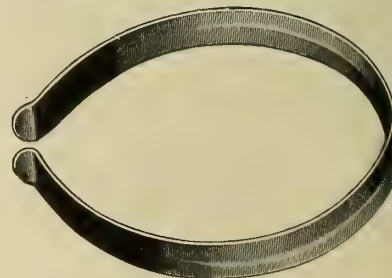
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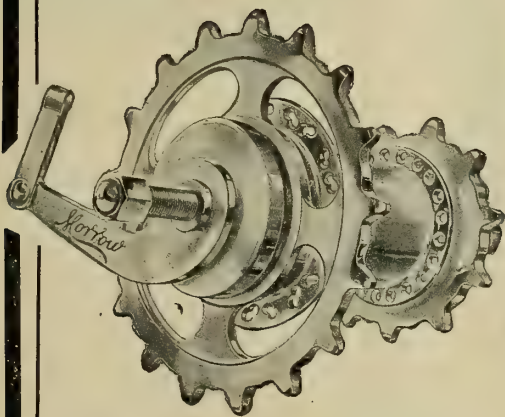
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EASTHAMPTON, CONN.

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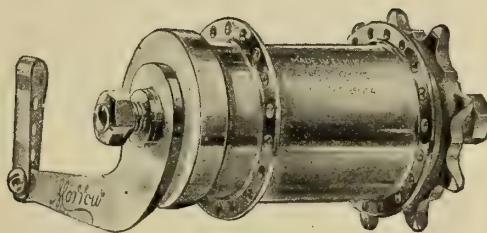
that earned world-wide fame for the

Morrow Coaster Brake

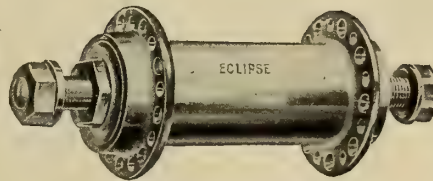
as applied to pedal-propelled bicycles
will make it as big a favorite for use
on the motor-driven machines.



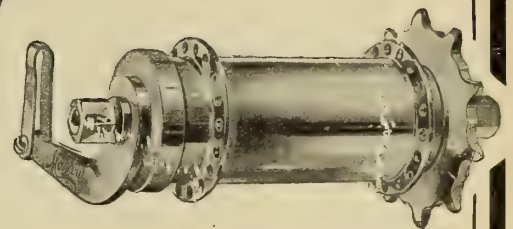
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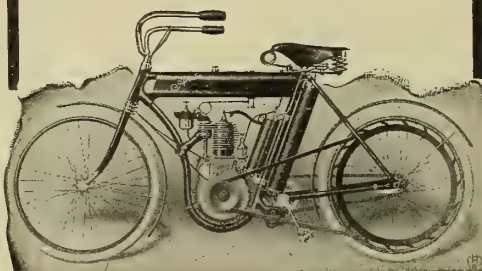
The Week's Patents.

855,170. Carburetter. Budd D. Gray, New York, N. Y. Filed July 14, 1905. Serial No. 269,626.

Claim.—1. In a carburetter having an air admission opening of unchanging constant area, the combination with said opening of fuel admitting means with which the air entering said opening co-operates, and mechanism controlled by the suction of the motor, and adapted on the increased speed of the motor, to increase the fuel entraining power of the air.

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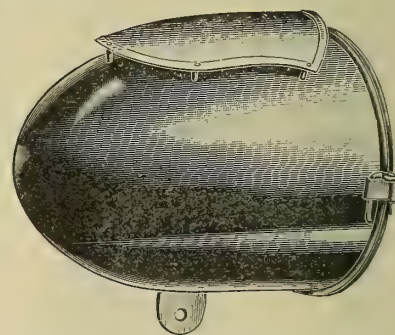
has the only scientific construction. The trussed arch makes it strong, rigid, light, easy to run—and everything about it is right.



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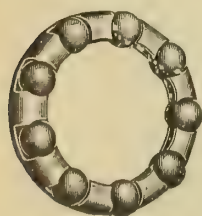
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THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

Volume LV.

New York, U. S. A., Saturday, June 29, 1907.

No. 14

ALMOST LIKE THE BANNER YEAR

British Exports Reaching the Biggest Previous Figures—May Makes a Record Breaking Showing.

May proved another good month for the wonderfully regenerated British export trade; it attained a value of \$652,000, an increase for that period over the corresponding month of 1906 approximately \$185,000. As the shipments during the last six months always have been heavier than during the first half of the year, it is estimated that the total volume for the 12 months will exceed the record of the boom year, 1896, while if the prices that obtained were still in force, it is estimated that the year's business will become within \$200,000 of the record value of exports created that year, which in round figures was \$9,100,000.

During the month 10,679 complete machines were exported, of an aggregate value of \$264,360, together with parts to the value of \$387,745. For the five months ending June 1st, inst., an appreciation of 55 per cent. over the corresponding export record of 1906 was manifested. The increase in value of the exports, however, amounted to only a 35 per cent. advance, owing to a falling off in the average price of the machines. The total number of machines exported was 43,743, as against 28,204 in 1906, the value of the complete machines being \$1,097,380. Adding components to the value of \$1,776,425, brings the total up to \$2,873,805. The total for the corresponding period of 1906, was \$2,441,215.

Sixty-four machines were imported during May, of a combined value of \$2,865. Parts, however, were imported to the combined value of \$75,340, bringing the aggregate for the month up to \$78,205. During May, 1906, 149 complete machines were imported, and the combined value of imported cycles and parts was \$82,315. During the five months of the current year, 273 ma-

chines were imported, as against 643 last year, for the corresponding period, and the combined values of imported cycles and parts for the two terms of five months each, were respectively \$408,660, and \$386,240, a marked increase in average values, serving to bring about the apparent contradiction.

In May, 75 motorcycles were exported, as against 53 in May, 1906, their value being, \$12,620. Parts, were responsible for a further \$14,015, thus bringing the total exportation up to \$26,635. The corresponding figure for last year was \$21,435. Imports, on the other hand, showed 240 machines for the month this year, as against 210 for May, 1906, the aggregates of complete machines and components amounting respectively to \$46,990, and 45,405.

Pittsfield Changes Post Offices.

The Pittsfield Spark Coil Co., which secured a generous part of the Hendee Mfg. Co.'s 1907 order for coils and plugs, and which since has been a factor in the motorcycle industry, has completed its removal from Pittsfield to Dalton, Mass. In the latter place, it is possessed of a much larger plant, which will permit of more attention to the motorcycle end of the business.

Watson Chosen Trustee for Willis.

The future of the E. J. Willis Co., New York, soon will be decided. At a meeting of the creditors on Monday last, Jesse Watson was elected trustee, with a bond of \$10,000. All 235 creditors accepted 15 per cent. cash and 15 per cent. notes, four and eight months, secured by capital stock held by the trustee. Willis will manage 8 Park Place, closing the Fifty-fourth street store.

Change of Cleveland Managers.

J. B. Kavanaugh, one of the effective lieutenants of the Hartford Rubber Works Co., latterly as manager of their Cleveland branch, has resigned that office and will be succeeded by P. H. Goodall, who for a number of years has traveled Ohio for the company. The change of managers will take place on July 1st.

THROWING OFF THE FALSE MASK

So-Called "Outlet" Concern Drops Its Disguise—State Statute Covering Misrepresentation in Selling.

The so-called Manufacturers Outlet Co., which has been bombastically and falsely assuring the New York public that the bicycle industry was "ruined" and in such desperate straits that "leading manufacturers" had commissioned the "Outlet" to dispose of their stocks at less than cost, has been forced to throw off the mask. There was every evidence that the so-called "company" was merely a Morris-Grinberg Manhattan Storage Co. venture in disguise and this week the disguise was discarded and the "Outlet" store was openly coupled with the other Morris-Grinberg address.

This confession will make it easier for the trade, which has been maligned and discredited by the published falsehoods, or any person who has been "stung" in making a purchase to bring to bear that section of the New York penal code which very fully covers the offense, as follows:

Sec. 364. Any person, firm, corporation association, or any employee thereof, who, in a newspaper, circular or other publication published in this State, knowingly makes or disseminates any statement or assertion of fact concerning the quantity, the quality, the value, the method of production or manufacture, or the reason for the price of his or their merchandise, or the manner or source of purchase of such merchandise, or the possession of rewards, prizes or distinctions conferred on account of such merchandise or the motive or purpose of a sale, intended to give the appearance of an offer advantageous to the purchaser which is untrue or calculated to mislead, shall be guilty of a misdemeanor.

The Retail Record.

Reno, Nev.—Nevada Cycle & Mfg. Co., dissolved; C. R. Mershon, retiring; Charles Knight assumes full interest.

SOME SUCCESS PRINCIPLES

Good Selling More Important Than Close Buying According to an Expert—Necessity for System.

Every dealer, in business at all, wants to have his business successful, and when a man of recognized success in the business world offers his views as to the principles underlying and insuring business success in merchandizing his words are worthy of attention.

In a recent talk to a gathering of retail dealers, George T. Wright, territorial manager of Hibbard, Spencer, Bartlett & Co., of Chicago, addressed himself to the subject, in part, as follows:

"The exactness of modern business method has made the study of success a science; for every effect there is a cause, and the business man is coming to realize that lack of success in his business is due to some definite cause—and the greater his lack of success the more vital the cause.

"A business must advance or disappear, more or less rapidly, and in this country, above all countries, the test of time is swift and unerring, so it is necessary that we study and know how we may succeed.

"As the qualities necessary to success are so varied, it is impossible for any one man to possess all of them, therefore, our success can be measured by our ability to generate original ideas—to analyze another's ideas, adapt them to our requirements, not simply endorse what another man does or says, for where he would succeed possibly we would fail, or vice versa. The great warehouse of the future is filled with unknown possibilities and success is a question of drawing out our developing latent powers.

"There is a wealth of undeveloped faculties and powers locked up in every normal being, and to make our existence a positive element we must turn on to the wires of our business the current of thought; let it run into every detail of our business and analyze every feature of it.

"To succeed in this age of activity and keen competition in all lines of business, we have forced upon us increased demands and requirements to keep pace with the times and draw from commercialism that which contributes to success.

"'Can do' are two small words, but they form a magic phrase that opens the door of hope towards success if we will but have faith and go forth on a conservative basis, and filled with determination. One reason some men do not accomplish more is because they do not attempt more, for 'according to your faith so be it done unto you.' Faith in self is born of knowledge of the possession of certain qualities. Faith in self is inspiring; without this quality is to be to a certain extent handicapped. A mistake is frequently the basis or foundation of

success, but we should profit by our experience, by analysis in a systematic way of the condition.

"Another great factor is enthusiasm, for, commercially speaking, about the 'deadest' man is one without enthusiasm; it is hard to cultivate, but a 'sure winner' when you have it, and is a power like a mighty magnet influencing everything that it touches. I do not refer to spasmodic, but habitual enthusiasm, as it will assist you to overcome difficulties. You may make a few mistakes, but the man possessed of persistent, positive, perpetual enthusiasm, has a wonderful influence, has a broader field of action, accomplishes more than the man who never attempts anything new. I do not intend to say that enthusiasm is foolish, but there is more hope for a fool than the man who has no faith in himself or is without enthusiasm.

"You may ask yourself the question, what is business? and you will find when reduced to its lowest terms of expression, it is 'buying and selling.' It is a game so full of excitement and intrigue, and one that brings us down to where we close the deals, where we make or lose, and as our profits lie in selling, this one feature becomes at once a great fly-wheel force in our success.

"To me in selling lies the most fascinating practical feature of a business, as it is here that knowledge, or real knowing, crystallizes into art, and from which the fruits of our science in business are realized and unless properly sold you have no profits therefore selling is the motive power of our business. I will not undertake to tell how you should sell or set up and conduct a model store; but if you will study this question of selling from its various points of view, you will find you can increase your business and profits through your sales more than you can by trying to save money in buying.

"Adopt the plan of the catalogue-houses of going direct to the trade around you with your advertising matter. The demand for and a very large percentage of the sales of the catalogue-houses is created simply by placing in the hands of the consumer a catalogue full of pictures, descriptions and principally net prices.

"There are furnished by certain jobbers, free of charge, net-priced circulars on seasonal goods to be distributed to your trade, a catalogue for your regular business, with such prices that enable you to increase your business, not by increasing your stock, but by making sales on such goods you do not carry in stock, and instead of telling the trade you do not carry it, tell them you can get it in a few days, and quote them a price, whereby you save the order from a catalogue-house and frequently make other sales and win a new customer.

"We must put forth and foster new ideas and new schemes for the control and advancement of our business and keep at home the trade that is going away from us,

not so much on account of the invader having the advantage, as the fact we do not put forth our efforts to keep it at home by using our natural advantages or position on the race-track of commercialism; and if we do not do this we must take the consequences as a sin of omission, and it will be as Carlyle has truthfully said: 'The race of life has become intense; the runners are treading on each other's heels; woe be to the man who stops to tie his shoestrings.'

"The difference between a successful man and an unsuccessful merchant is that one improves his business year by year by taking advantage of all that modern times afford; the other keeps it where it is, and it keeps him where he is, considerably behind the times and frequently dropping back, perhaps slowly but surely.

"You should have 'system,' which is the keynote of a successful business, and to a practical degree is flexible, and just as a 'backbone' is in this respect the essential feature of the man's physical construction, so 'system' is the backbone of business. Neither man nor business can get along successfully without backbone, and the better the physical backbone the better the man, the better the business backbone or 'system' the more successful will be your enterprise.

"The word 'system' is not half so formidable as it sounds; it is simply the difference between looking for something you can't find and having everything around your place in proper order. System is a way and a place for everything and everything in its place, but a business with a place for nothing and nothing in its place is seldom successful.

"In your business you should have system in buying and selling, rules for store management, rules for keeping up your stock, your store clean and attractive.

"You should have personality, for this, if you will think of it, is a feature in every business proposition, and in a measure contributes to your success.

"You should have that positive quality, that central magnetic essence of true manhood, the natural product of which is a drawing power, a business getting power necessary to success and it is a standard or guide in your business worthy of all acceptance. You should study those with whom you come in contact and appropriate to your own good the good qualities of personality found in others and by having made the study you will find that much of the success of others is also available to yourself.

"Cicero said: 'Wise men are instructed by reason; men of less understanding by experience, and beasts by nature.' But, as there is some reason in every man, we should, in selling, appeal to the reason of our customers, instead of his pocketbook, and show some regard for his interests and you will win new customers. Your selling force acts either as a dividend payer or dividend destroyed."

HOW TO HANDLE THE PRICE CUTTER

Wisdom Learned from Experience—Competition Scares Many Dealers Unnecessarily—Views of a Veteran.

"Competition is something that does and ever shall exist, and well enough that it does, but it is a commercial problem we both collectively and individually should endeavor to solve by applying individually our local conditions to place this conflict, which is suicidal to our profits, on a higher plane, but each of us should hold ourselves responsible in a measure for these circumstances, and until we place upon our own shoulders all the blame justly due us we cannot alleviate the pressure upon our profit accounts from the source of competition. There is no one other trade condition that throttles our profit account or deserves more careful attention than does this commercial weapon. We should remember by overcoming our adversaries we grow strong and achieve success that can be had in no other way, but at the same time, competition should be based on ethical principles, and we should not forget if it were not for competition our achievements would not be so great," says a man who has conducted his own business with conspicuous success and profit.

"We are told that when, after centuries of battle, the Romans had about succeeded in conquering all their enemies, the grim old Cato, that great Roman character, put to his countrymen this question: 'What is to become of this Rome of ours after she shall no longer have any State to fear?'

"Cato had the thought that if the time ever came when Rome had nothing more to push against and competition ceased, her greatness would collapse and the 'glory which was Rome' would pass away. In other words, Rome was something that had been achieved through long and terrible conflicts and she had grown strong by meeting and overcoming the resistance of the forces which would destroy her; therefore, we should not become faint-hearted on account of the fact that we have competition, but should improve our circumstances by using the forces at hand to conquer the invader who is claimed by the retail dealer as his worst enemy.

"Competition does not mean that you or I should go out of business or that your competition with your neighbor dealer should be of a vindictive nature, but, on the contrary, we should in our business dealings, and as far as possible, apply the golden rule, and instead of having to watch the other fellow so closely you will have more time to watch your own business enterprise. The stress of competition often leads to business animosities and you have often heard the expression, 'We will put him out of business,' which is the most foolish and extravagant idea in which a man may in-

dulge, and by cutting to put the cutter out of business, it usually transpires that the aggressor is the one who suffers the most.

"The business man who harbors this kind of a grudge, unconsciously gives more time to watching the other fellow's business and 'doing him up' than he does in building up his own, and no man can afford to nourish a business animosity of this kind, as it will surely lead him into the extremes of competition, and ultimately sap the vitality of his own business; therefore, do not decry your fellow merchant, but strive to increase your profits and uplift the cause of the retail business.

"It is a question, sometimes, whether it is expedient to let the cutter, who apparently is not disposed to get a fair price for his goods, have the business at prices you know to be unprofitable, or to undertake to meet him in a like measure, cut for cut, even though it is a loss to you; but, as you well know, continuous price-cutting, beyond a legitimate profit, only portends bankruptcy; therefore, the retail business in general will be benefited by letting him reel out his line, for the end will come and it will not be how long, but you will be surprised to see how soon.

"If you have a competitor with a price-cutting disposition you cannot afford to establish a competitive warfare, for while you may undersell him on something or on some item in question, he will act like a boomerang and come back at you, and thereby you both will have suffered.

"There are a great many ways to overcome this. Do not indulge in price-cutting yourself. Fight the other fellow by pushing your business, and by the sale of your goods through salesmanship, for in this you have the secret or science of the whole problem, not the art, for art is doing, and science is knowing, and learn the fundamental principles of logic from a sales standpoint; for, in the marketing of our goods is our profit.

"By encouraging friendly feeling between retailers; by deciding to have a legitimate profit, and, by the diversion of trade into the proper channels, you will make less keen the competition and increase your profits, and usually you will find the better the profits and the more prosperous the merchant, the better man he is."

Meaning of Clattering Mechanism.

Clattering mechanism, means worn mechanism, and while frequently a joint which rattles and snaps under load may still be able to do its work correctly, and may not be so weakened as to be liable to failure through breakage, yet the fact remains that taking up the lost motion would stop the noise, and generally speaking, assist the working of the parts as well. Frequent adjustments and renewals are the bane of the rider's life. But when they are made wisely and well, their frequency diminishes, and often their remedial quality is such as to eliminate further trouble.

POWER AND FORCE OF ENTHUSIASM

Benefits of Getting in Touch with Those Who Have It—Imbibing Inspiration from Others.

There is one thing even more fatal than undertaking to do business without capital, and that is trying to do it without enthusiasm, remarks a contemporary. The man who does not believe in his own goods had better be in some other business, for he will presently be out of business entirely; and the man who cannot get a good degree of enthusiasm worked up for the line of goods he actually believes in was never cut out for a business man.

Perhaps there is no better way to increase our enthusiasm than to study the enthusiasm of enthusiasts. When the volatile commercial man rushes in, boiling over with faith in his goods, it will pay to listen to his story, even if it isn't told in the most skillful manner. That faith of his, that enthusiasm, that irrepressible conviction that his are the best ever, that determination to spread the news, is worth more than the platitudes of the shrewdest business man on earth. It warms, it reaches out, it convinces. It converts the mere talking machine into the man of personality, of magnetism, the man who glows inside and out with the importance of the message he is trying to deliver. Get all you can of him and put it into daily business. It pays, for it is founded upon belief.

No retailer is quite as close in his relationship with the manufacturer as the commercial man is. He comes direct from the factory, perhaps, or at least from the big jobber, who is himself almost a part of the factory's head. He is a part of the cast itself; was run in the same mold as the metal and is himself a part of it. He has become so intimately associated with the goods he handles that he could not be more seriously insulted than by an attempt to disentangle him from them.

Get as close as possible to such a man; he is the inspiration of commercial life. If you are selling his goods he will pump you so full of faith in them that it will not be human nature to fail in your own enthusiasm. If you are selling some other line of goods you will sell all the better by studying the supremely whole-hearted sort of life this fellow throws into his work. It will be an object lesson and an inspiration, both at once.

The enthusiast may err in judgment many times, but he some way gets there with his sales; for he breathes the germ of his contagion into the atmosphere of his associates until he fills the hesitating retailer with a belief akin to his own. It is the positive acting upon the negative; faith against uncertainty. It is enthusiasm, the force that always conquers; the invincible, the all-conquering.



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Up Pike's Peak



First
Up Mount Wilson

The R-S Slogan

“Built and Tested in the Mountains”
is full of meaning.

It means the power and ability to show the way up such long, steep, dizzy heights as Pike's Peak in Colorado, and Mt. Wilson in California. The R-S went up the latter mountain in 61 minutes; the only automobile that succeeded required three hours. The ascents were not promoted or prompted by ourselves and were made by private owners using stock models—the same kind you get for your money.

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Reading, Pa.

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To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, JUNE 29, 1907.

Big Motors and Motor Pace.

Developments lasting over a number of years have made it clearly apparent that racing behind motor pace no longer is the profitable undertaking it once was, and further that it has reached such limits as should lead to its discouragement. Certainly, whatever arguments may be advanced in favor of pace following as practiced behind motors of light or medium power, the use of high-powered motors equipped with windshields, has been carried to a point, particularly on foreign tracks, where it is not simply dangerous to the riders and pacemakers themselves, but where its effect upon the spectators must be classed in the same category with that of the bull fight and the brave old gladiatorial arena. It has become not so much a contest between man and man, or of man against time, as of man against death and serious injury, and none are better aware of this than the riders themselves.

As to the possibilities of unlimited pace-making, it has been proved sufficiently well to support all theories, that the suction created by the windshield forms a sort of pneumatic assistance to the pace follower, which increases with the speed, so that beyond certain speeds, it is really not the

rider himself, but the pacing machine, which supplies the greater part of the force necessary to the achievement. Hence such performances represent skill in handling the motors, and skill in guiding the following bicycle within the suction zone created by the shield, but are absolutely no criterion of human effort alone, nor of skill beyond that limited measure. Good old "Mile-a-minute" Murphy, declared he could have gone faster behind his locomotive pace, had he been given the chance, and no pace follower of parts exist, whose record could not be well lowered, with a bigger shield, a straight track and tires of the right sort.

But the supreme brutality of the thing comes from the development of such enormous speeds on closed tracks and in competition. Add to the perils of the high banking, the short turns at the ends, and the ever present possibility of breakdown, the presence of a second or even a third pace and follower, together with perhaps an idle spare machine or two, and the dangers begin to mount to stupendous proportions. As if these were not enough, the greatest peril of all lies in the tires. "It is impossible to get tires to stand the terrific pace," says a wise and skilled rider, as quoted in another column, and his word for it, and his determination to have no more of the game at such odds against life and limb, should be sufficient condemnation in itself. For a puncture or burst tire at a crucial moment must inevitably spell disaster.

Behind light motor pace without shields, or behind human pace, where the strength of the rider's limbs alone serves to propel him along, it is different. In that, the sport is by no means exhausted. The speed may be lower by a measurable amount, the result may be a whit less thrilling on that account, but at all events the result means something of skill and strength and endurance, which the race behind fast pace cannot mean. That neglected issue, the human pace, possesses in training and generalship and "headwork," elements which have never yet been fully explored. More than that, its limits are those of human endurance. The big motor may be driven at any pace up to that limited by the tires—it would appear. Germany, which has carried the thing to its extreme, has had a series of lessons in fatality. It remains to be seen whether this, and the uneasiness of the riders will take effect and produce a sane and beneficial reaction.

Incidentally, the occurrence of these and other accidents of recent happening which

have been ascribed to high powered motorcycles should suggest to motorcyclists that the element of great power in machines of all types should be suppressed. These accidents to over engined machines on tracks, show that their use is fraught with the gravest danger and in this country where not a course exists that safely permits of top speed, the chances of disaster are greatly multiplied.

Status of "Tri-car" and "Side-car."

While "tri-car" and "side-car" are terms that are much shorter and much sweeter than "tandem tricycle," they are terms that during recent weeks have brought some little annoyance to a number of New Yorkers who use those types of motorcycle. They have been repeatedly held up by the police and informed that they must obtain licenses, display number plates and otherwise comply with the provisions of the automobile law, which specifically exempts "motor bicycles and motorcycles."

The fact that the vehicles are termed "cars" suggests automobiles, and clinches their status in the minds of the zealous policemen. Personal efforts to prevent the annoyance by applying to the State and local authorities for a decision have merely brought evasive and unsatisfactory responses that it is no part of the authorities' duty to interpret the law.

That such a situation ultimately would arise the Bicycling World prophesied some two years ago, when the terms first were imported from abroad and that the annoyance will increase rather than diminish appears as certain. While it undoubtedly would help matters if the vehicles were called by their proper designation, tandem tricycles, and the attachments themselves termed "tricycle attachments," we presume the manufacturers will do nothing of the sort. It therefore rests with the riders to "work out their own salvation." If they will keep in mind that so-called tricars and side-cars are simply motor bicycles fitted with tricycle attachments it will help matters and in the event of stressfulness they will find ample refuge and safeguard in the definition of motorcycles as it is laid down in the New Jersey automobile law, viz.: "Motor vehicles having pedals and saddle with the driver sitting astride"—a service performed, with an eye to existing and other situations, by the Federation of American Motorcyclists, to which organization motorcyclists owe very much more than many of them are aware of.

FRIOL WINS FRANCE'S. GRAND PRIX

Favorites Lose in Semi-Finals—Fogler, Butler, Bedell and Taylor Finally Get in the Money.

Emil Friol, champion sprinter of France, won the final heat of the fourteenth annual Grand Prix, on the Municipal track at Vincennes, Paris, on Sunday, 16th inst. Friol's victory was not such a great surprise but it rather jarred the French "fans" to see such cracks as Poulain, Jacquelin, Rutt, Schilling, Mayer and Ellegaard shut out in the semi-final heats, and second and third places taken by Dupre and Delage.

Friol, Poulain, Mayer, Ellegaard, Rutt, Schilling, Jacquelin and Dupre had qualified in the preliminary heats on June 9th, as was reported in last week's *Bicycling World*, and the second day of the meet was on June 13th, when the repechage heats were run. They consisted of nine trial, three semi-final and one final heat, which Delage won, thus placing him in the final. Schwab, Bardgett and Krebs were eliminated. Rutt, of Germany, won the "strangers'" race, on the same day, the Americans getting unplaced in the heats. Mayer was second, Schilling third, and Ellegaard fourth. Friol was victorious over Poulain and Delage in the race for French riders. In the race against French and foreign riders, the visitors won by points, Rutt leading across the tape.

On the final day of the Grand Prix meet the biggest race was naturally the semi-final and final heats of the Grand Prix, both professional and amateur, and Auffray, an unknown, won the final of the amateur Grand Prix from Devossieux, the favorite. Delage, Friol and Dupre won the semi-final heats of the professional event. Friol had easy picking in the final, winning by two lengths from Dupre, with Delage one length behind for third.

Joe Fogler won the international sprint race at Toujours, France, on the 16th, defeating Hedspeth and Riviere. The six day champion teamed with Hedspeth in the tandem race and the pair won from Riviere and Reynolds. Halligan rode in a second international sprint and got third, Meunier of France winning, with Reynolds, of Ireland, second.

Nat Butler ran third in the 100-kilometre race at Steglitz, Germany, on June 16th. The victory of Schipke over Demke, Butler and Robl was a great surprise. Demke finished second. John Stol, the popular little Hollander, finished second in the sprint race.

John Bedell won the Grand Prix de Saintes, at Saintes, France, on June 16th. He defeated Cousseau, Deschamps and Bournac. Oscar Schwab won the principal sprint race at Geneva on the same day.

"Major" Taylor has won his first race

abroad this year. It occurred at Nancy, France, on June 18th, when he met Vanden Born of Belgium and Benyon, of England, in a three heat match. The negro won the first heat with Benyon second and the Belgian third, the same order of finish being maintained in the second heat. Vanden Born won the final from Taylor with Benyon third. This gave the victory to Taylor with 4 points, while Vanden Born and Benyon tied for second place with 7 points.

Tall Traveling of a Bill Poster.

How great may be the utility and economy of a bicycle when applied to commercial purposes, is well illustrated by the performance of a foreign bicycle which since July, 1900, has traveled 44,920 miles in the service of a bill poster employed by an English hippodrome firm. Its mileage for the four successive years, 1900, 1901, 1902, and 1903, was, respectively, 2,960, 7,800, 6,200 and 4,200. In 1904, it was taken for a foreign tour, still in the line of duty, and covered some 8,250 miles in Holland, Belgium and Germany. During 1905 and 1906, its total journeyings amounted to 7,360 and 7,950 miles, respectively, and it has already covered upwards of 200 miles this year, although its regular campaign has not begun. As a mileage record, pure and simple, this may not seem so very extraordinary but when it is considered that every mile represents a direct economy of car fare or horse hire, it appears that its value in a business way has been simply enormous.

Motorcycles for Mt. Wilson Service.

Two motor bicycles have been purchased for the use of the employees of the solar observatory on Mount Wilson in California, which are to be used in the regular work of constructing the observatory and installing in it the great telescope. The machines chosen for this specially arduous duty are two-cylinder four horsepower Indians, and they will be put into commission late this month. Interesting in this connection is the fact that although a motor bicycle "scaled the height" in 61 minutes, the first automobile to make the ascent last month, required three hours for the undertaking, despite the fact that its driver was none other than L. L. Whitman, who has made three transcontinental automobile journeys.

McDonald Joins Salt Lake Colony.

Urban MacDonald, the popular New York rider, who turned professional last winter, to ride in the six day race, but was put out early through accidents, has decided to cast his lot with the cash chasers at Salt Lake City. "Mac" left for Zion at noon yesterday and should reach Salt Lake Monday, when he will begin training at once.

Where Motorcycles Exceed Motor Cars.

According to the report of the Statistical Bureau of Germany, recently published, the number of motorcycles in use in that country is 15,700, which exceeds the number of

COMING EVENTS

June 29, Boston, Mass.—Track meet at Revere Beach.

June 30, Atlantic City, N. J.—Atlantic City Wheelmen's 10-mile handicap road race; open.

June 30, July 4 and 7, Paris—World's championships.

June 30, Los Angeles, Cal.—Start Los Angeles Motorcycle Club's 1,000-mile endurance contest.

July 4, Boston, Mass.—Track meet at Revere Beach.

July 4, Cypress Hills, N. Y.—United Irish Societies' two mile bicycle race; open.

July 4, German Valley, N. J.—Motorcycle hill climb up Schooley's hill.

July 4, Baltimore, Md.—Crescent Bicycle Club's open track meet at Clifton Park.

July 4, Hicksville, L. I.—Hicksville A. C.'s bicycle and athletic meet; open.

July 4, Detroit, Mich.—Detroit Wheelmen's bicycle and motorcycle meet at State fair grounds.

July 4, Chicago, Ill.—Chicago Bicycle Dealers' Association's 25-mile handicap road race; open.

July 4, Valley Stream, L. I.—Century Road Club's 50-mile handicap road race (outlaw auspices).

July 4, Chicago, Ill.—Chicago Motorcycle Club's track meet.

July 4, Colorado Springs, Col.—Colorado Springs Motorcycle Club's road race.

July 14, Valley Stream, L. I.—Century Road race Association's 25 mile handicap road race; open.

July 29, Boston, Mass.—League of American Wheelmen's reunion.

July 30-31, New York City—Federation of American Motorcyclists' national endurance contest, New York to Providence, R. I.; open.

Aug. 1, 2, 3, 4, Providence, R. I.—Federation of American Motorcyclists' national meet.

August 6, 7, 8, 9, Atlantic City, N. J.—Midsummer meeting of the Cycle Manufacturers' Association and Cycle Parts and Accessories Association.

August 7, or 9, Atlantic City, N. J.—25-mile Industrial handicap, and 5-mile Young America handicap, under auspices of the Atlantic City Wheelmen, with the patronage of the Cycle Manufacturers' Association and Cycle Parts and Accessories Association.

September 2, Muskegon, Wis.—Muskegon Motorcycle Club's annual inter-state meet.

pleasure automobiles by 5,585. Thus more than 60 per cent. of all pleasure motor vehicles in use are of the cycle type.

SHERWOOD FIRST ROAD CHAMPION

Five Mile Amateur Scratch Race Proves a Thriller—Vanden Dries Second—Some Innovations Introduced.

Charles A. Sherwood, the crack rider of the New York Athletic Club, is 5-mile amateur road champion of America. He won the title in one of the prettiest road races held in the East in some time, namely, the

time somewhat, and the road was in fair condition. Several innovations were tried with success. One was dividing the riders into heats, with four to qualify in each for the final heat, and the fifth man in each heat was entitled to ride in the "repechage" heat, a sort of consolation, the winner of that heat to qualify for the final, thus placing 17 riders in the final dash.

To eliminate any protests that might have arisen regarding outside pace, the promoters had secret umpires on motorcycles sta-

by a length, and Henri Vanden Dries, New York City, a few inches in front of Frederick Herbert Harman, of the Putney A. C., London, who is in this country on a visit, and entered the race without any training and on a borrowed bicycle. Maurice Rosenblum, Roy W., qualified for the repechage.

The result was no sooner announced than the bugle signalled the second heat and Charles Nerent, Brower W., the 5-mile record holder, engaged with Wm. Vanden



C. A. SHERWOOD

JUDGE KELSEY

WM. VANDEN DRIES

REFEREE ADEE

TONY BIZZARI

first of the National Cycling Association's road championships, 5 miles, promoted by the Roy Wheelmen of New York, at Valley Stream, L. I., last Sunday, 23d inst. William Vanden Dries, also wearing a mercury foot, finished second; Tony Bizzari, Century Road Club Association was third, and J. M. Eifler, of the same organization was fourth. Eleven other riders followed so closely that the checkers had an anxious moment to get them all placed correctly. The record of 14:09 for the distance, established this season by Charles Nerent, was not broken, Sherwood being clocked at 14:57.

Without doubt the race was the most successful, best managed and most interesting from a spectacular viewpoint that has taken place in years and proved that a scratch race, properly conducted, is worth going miles to see. It was run in heats and as a special prize was up for the winner of each heat, a hard battle was fought up to the tape at every go.

The weather was all that could be desired, although a strong wind slowed the

tioned at various points along the course and they followed the riders all the way without letting it be known. To lessen the danger from passing automobiles flagmen were stationed along the route and Gaston Gerard, a crack bugler from one of the French military societies, gave warning of the approach of the riders in every heat so that the marshals at the finish could provide a clear course. As about 1,000 persons saw the race this precaution was well taken.

Thirty-five of the half hundred entrants showed up for the start and they represented the fastest road riders in this vicinity, as the slow riders considered they had a slim chance in a championship, and accordingly kept out of it.

The heats were run one mile straightaway, finishing in front of West's Hotel, at Valley Stream, and nine riders faced Starter Paul Thomas for the first dash. The spectators had only to wait a few minutes before Gerard's bugle sounded a warning "ta-rat-a-ta-tat," and a moment later the bunch sprinted across the tape with Sherwood leading F. C. Graf, Jr., C. R. C. A.,

Dries, New York A. C., twenty yards from the tape and got home first. Henry Surman, of Elizabeth, N. J., a newcomer, who is developing great speed, was third. A. J. Seldney, C. R. C. A. trailed and S. R. Morrison, Edgecombe W., crossed in time for the consolation.

John S. Roth, Roy W., won the third heat by inches, from Maurice Vanden Dries, New York City, while J. B. Hawkins, C. R. C. A., D. J. McIntyre, Williamsbridge, and Nicholas Kind, Edgecombe W., qualified in the order named. The fourth heat was made up of added starters, and Tony Bizzari, C. R. C. A., won from his team mate, J. M. Eifler, with Charles Jacobs, Bay View Wheelmen, in third position. Michael Weiss, C. R. C. A., finished fourth, and Reese J. Hughes, Edgecombe W., was fifth. Hughes won the repechage heat from Morrison, thereby getting a start in the final.

After Referee Ade, of the National Cycling Association, instructed the riders in the rules, the seventeen qualifants got away for the final heat, five miles, with the turning point at Lynbrook, 2½ miles. The pace

was slow as none of the riders seemed to want to set any pace, but it quickened as Lynbrook was reached, all the riders turning there.

The finish can more easily be imagined than described. The entire seventeen came on with a rush about a quarter of a mile from the finish, four rows deep. When half the distance to the finish had been covered one rider was seen to jump away and open a gap of about four lengths on the bunch. It was lucky No. 7, Sherwood, and the amateur track champion won a brilliant victory by three lengths. Just before the tape was crossed three riders suddenly swerved and one of them went into the sand on the side of the road, narrowly missing a telegraph pole. There was a wild

Second heat—Won by Charles Nerent, Brower W.; second, William Vanden Dries, N. Y. A. C.; third, Henry Surman, Elizabeth, N. J.; fourth, A. J. Seldney, C. R. C. A.; fifth, S. R. Morrison, Edgecombe W.

Third heat—Won by John S. Roth, Roy W.; second, Maurice Vanden Dries, New York City; third, J. B. Hawkins, C. R. C. A.; fourth, D. J. McIntyre, Williamsbridge; fifth, Nicholas Kind, Edgecombe W.

Fourth heat—Won by Tony Bizzari, C. R. C. A.; second, J. M. Eifler, C. R. C. A.; third, Charles Jacobs, Bay View W.; fourth, Michael Weiss, C. R. C. A.; fifth, R. J. Hughes, Edgecombe W.

Repechage heat won by R. J. Hughes, Edgecombe W.

Final heat—Won by Charles A. Sher-

wood in third position. Time, 5:30. L. Card retired with a broken chain. J. Lewin fell, and J. Schuster quit at 1 mile. The summary:

Two-mile handicap—Won by J. M. Eifler (scratch); second, A. J. Seldney (40 yards); third, F. C. Graf, Jr., (scratch); fourth, M. Benjamin (170 yards); fifth, M. Walters (90 yards); sixth, J. B. Hawkins (70 yards). Time, 5:30.

Twenty Prizes for Long Island Derby.

Fifteen place and five time prizes, each division headed by a gold watch, are the prizes that have been offered in the "Long Island Cycle Derby," a 25-mile handicap road race being promoted by the Century Road Club Association, and on the tapis



SHERWOOD WINNING THE FINAL HEAT



ONE OF THE MANY CLOSE FINISHES

scrimmage to avoid the fallen rider and the other riders went across the line with anywhere from two inches to a wheel's length separating each. After Sherwood had crossed William Vanden Dries led the majority, with Bizzari third and Eifler fourth.

The fall at the finish resulted in a protest, as both John S. Roth and J. M. Eifler protested against William Vanden Dries. Eifler claimed that Vanden Dries rode wide and that to save himself from going down he (Eifler) had to run into Roth, who fell. The protest has not been decided yet. Roth was badly shaken up, but was not seriously injured. His escape from hitting the telegraph pole was nothing short of miraculous as was the fact that none of the following riders collided with him.

Every rider that finished the final heat received a prize, the principal one being the National Cycling Association's championship medal. The prize that made the biggest hit was the consolation, awarded to Donald J. McIntyre, for crossing the tape last. It was a Teddy bear, holding a big lemon, adorned with long lemon colored streamers and a huge placard. The Roy Wheelmen secured it from McIntyre and put it up at auction, Tom West, being the lucky bidder. The summary:

First heat—Won by Charles A. Sherwood, N. Y. A. C.; second, Fred C. Graf, C. R. C. A.; third, Henri Vanden Dries, New York City; fourth, Frederick Herbert Harman, Putney A. C., London; fifth, Maurice Ro-

senblum, Roy W. wood, N. Y. A. C.; second, William Vanden Dries, N. Y. A. C.; third, Tony Bizzari, C. R. C. A.; fourth, J. M. Eifler, C. R. C. A.; fifth, Maurice Vanden Dries, New York City; sixth, Henry Surman, Elizabeth, N. J.; seventh, Michael Weiss, C. R. C. A.; eighth, Charles Nerent, Brower W.; ninth, R. J. Hughes, Edgecombe W.; tenth, J. B. Hawkins, C. R. C. A.; eleventh, A. J. Seldney, C. R. C. A.; twelfth, Fred C. Graf, C. R. C. A.; thirteenth, Fred H. Harman, Putney A. C., London; fourteenth, Henri Vanden Dries, New York City; fifteenth, D. J. McIntyre, Williamsbridge. Time, 14:57.

Eifler Wins Association Handicap.

Joseph M. Eifler, riding from scratch, won the two-mile Century Road Club Association club handicap, on the quarter mile dirt track at Edlich's Park, Valey Stream, L. I., last Sunday morning, 23d inst. Eifler caught the field in two laps and from then to the finish had things his own way, although A. J. Seldney, 40 yards, almost got the lead on the last turn. Thirteen riders started, with Eifler and F. C. Graf, Jr., on the scratch, while Paul Thomas, upholding the honor of the long markers on 200 yards. Thomas led for two laps when he suddenly remembered that he had promised to take dinner with Mrs. T. at West's, so he hastened to keep the appointment. Then Seldney and Edwin Lowe, 50 yards, attempted the pace for four laps, with Joe Eifler and Graf leading at the bell. Eifler won the race by a length from Seldney, with Graf

for July 14th. The race has been sanctioned by the National Cycling Association. The course will be over the Merrick road, with the start and finish at West's Hotel. Entries close Wednesday, July 10, with Emil Greenbaum, 1745 Broadway, Brooklyn.

Rhodes to Try for Road Record.

W. E. Rhodes, of Boston, will attempt to lower the long standing bicycle record of 24 hours between Boston and New York City, on July 13th. Rhodes will take chances with the police as he will follow a motorcycle steered by R. A. Allen, of Cambridge. Rhodes is a long distance plugger and in 1899 rode from Washington to Kansas City, 1,800 miles, in 21 days. That same year he rode from Kansas City to Denver, 636 miles, including a 300-mile cactus strip, in six days.

Gears Used by the Track Brigade.

Ninety-six is the favorite gear ridden by the racing men in Salt Lake City, all but five of the professionals using this gear. The exceptions are Williams, Burris, McFarland and Munroe, who ride bicycles geared to 100 inches, and Jenkins has the largest at 104. The amateurs are divided between 92 inches and 96 inches, although Giles and Morris use 91, La Belle 100, and McCormack 104.

"Motorcycles and How to Manage Them." Price, 50 cents. The Bicycling World Co., 154 Nassau Street, New York City.

PROGRAM FOR F. A. M. MEET

Fine and Varied Line of Sport in Prospect
—Straightaway Trials and Hill Climb
in Heats Featured.

The program for the F. A. M. national meet at Providence, August 1, 2, and 3, is now about settled. President Betts and Secretary Wehman of the national body spent last Saturday and Sunday in the

on the outskirts of the city which is bisected by a parkway set with flowers and shrubbery. The riders will go up one side and down the other thus making a circular course. The turns are generous, but, of course, they cannot be negotiated at full speed. The city will erect a grandstand and will provide police protection and the trolley cars will cease running while the race is in progress.

The hill climbing contest will begin the second day, August 2, and this also will be

short—less than an eighth of a mile—that a contest would consist merely of quick flashes. As a substitute, Francis street hill, on which the marble capital is perched, will be employed. It is about 400 yards long, but the grade being but 7 per cent. assures that all who start will have no trouble in reaching the top.

The championship and other races on Hill's Grove track will occur during the afternoon of August 1 and 2. The events that will be decided are as follows:

August 1—One mile novice; two miles national championship; five miles, double cylinders for Rhode Island riders; fifty miles inter-club team race for the Betts shield; five miles handicap; two miles, for single cylinders.

August 2—Two miles for Rhode Islanders who have never won a race; one mile National championship; five miles, single cylinder State championship; 10 miles national championship; five miles open; three miles for single cylinders.

B. A. Swenson, 185 Prairie avenue, Providence, will have charge of the entries for all contests.

The forenoon of the last day, Saturday, will be devoted to the annual photograph and to a run to Newport and Narragansett Pier, which will take in all the show places of those famous resorts. The annual election and business meeting of the F. A. M. will occur Saturday evening at the Swedish Association hall on Weybosset street, where folding doors will be opened and enough



VIEW SHOWING BOTH SIDES OF BLACKSTONE BOULEVARD

Rhode Island city and went over the details with the executive committee of the Providence Motorcycle Club. They found that matters are well in hand and that the meet is to form a very considerable feature of the city's "Old Home Week," the festivities of which will in turn make things the merrier for the motorcyclists. The managers of the "Old Home" celebration have appropriated \$600 for the purchase of the prizes for the motorcycle events.

Since the first outline of the program several minor changes and one very notable addition have been made. The latter will be the "opening number", and will consist of straightaway mile trials, which will occur during the morning of August 1st, on Blackstone boulevard, where the 20-mile Colonial Handicap, as it has been styled, will occur, immediately after the trials. The trials will be divided into three classes—for machines of less than 30.5 cubic inches piston displacement, for those not exceeding 61 cubic inches, and a free-for-all, which will give the "monsters" a chance to "do things." For the latter event the entry fee will be \$25, for the other two, \$2.

From the spectators' standpoint, the Colonial Handicap will be almost as good as a track race, since the course will be made up of six laps of 3.3 miles each, the first lap being lengthened to make the full distance. Blackstone boulevard is a beautiful stretch of slightly undulating macadam



SHOWING SURFACE AND TURNING POINT ON BOULEVARD

run under unusual conditions. It will be divided into the three, 30.5 and 61 cubic inches and free-for-all, classes, but each class will be run in heats of two men, the fastest of whom will met in a final. As the streets cars operating on College street could not be stopped, College Hill, which was first selected for the climb, proved unavailable, which perhaps is just as well, as while it is steep—14 per cent.—it is so

good things disclosed to view to assuage all hunger and thirst and to send the guests home with pleasant memories.

The Crown Hotel, which has been selected as headquarters, is an inviting hostelry, but Messrs. Betts and Wehman last Saturday found existing conditions that will be multiplied during "Old Home Week." A convention was in progress and there was not a room to be had.

PROVIDENCE STARTS ITS SEASON

Opening Motorcycle Meet Provided Some Good Sport—Hedstrom and Domina Take Most of the Honors.

Providence, that is, the Providence Motorcycle Club, held its first Saturday meet on the 22d inst. It was in the nature of an experiment and proved a not wholly satisfactory one. Although the day was all that could be desired, only about five hundred people attended, not including an industrious gentleman on the outside who operated a little game designed to show how easily two dollars could be made by wagering one. Four men from Brooklyn—not including Secretary Wehman of the F. A. M., who sleeps in Brooklyn, and who also was present—fell under his magnetic spell and one, at least of them, was separated from a roll of \$36. Previously the club held its several meets on Sundays and the attendance was far better.

The races were held, of course, on the Hills, Grove half mile dirt track, which was in fair condition. The card was made up of eight events, of which two were interesting, and two exciting; the remainder were merely processional runaways. The spectators also were treated to two spills for their money, Murphy and Bowler, of the Newport team, who were riding borrowed machines, spilling on the turn in the team race with the Providence Club. The riders escaped with small injuries, but the machines were considerably damaged, and, what is unusual, both machines took fire after their respective upsets. Fortunately the flames were extinguished before great damage was done. Of course, Providence won. Incidentally, most of the Providence riders who competed set a good example by appearing in full racing suits of red, with the club emblem on their chests.

The best race of the day was the five-mile open, which was won by Hedstrom riding a big two cylinder Indian, which figured on the program as of four horsepower, but J. L. Pickering, with a new three horsepower mechanically operated R-S, gave him a battle royal for half the distance in both the heat and the final. In the heat, Pickering led for five laps, when Hedstrom went to the front and stayed there. But Pickering developed a tremendous turn of speed and was beaten out by less than 50 yards, B. A. Swenson running third. In the final, Peter H. Cox joined issue with Hedstrom and Pickering and for three miles it was a race to delight the heart of any sportsman. Cox led for three laps when Hedstrom took up the running; and when he in turn was passed by Pickering the crowd went wild. Hedstrom resumed the lead, however, on the fourth mile and, although he ran so wide that his knuckles scraped the fence, and narrowly escaped a bad accident, he won out by 75 yards in

7:20½, Pickering leading Cox by the same distance. In the two-mile open for single cylinders, Hedstrom led all the way, trailed by Cox and Domina in that order. Cox made a good fight but was unable to stall off Domina who passed him and who in the last lap came so fast that he closed all but 20 yards of the big gap which Hedstrom had opened.

Domina again roused local enthusiasm in the 10-mile handicap, in which eight men started. He and Cox were the scratch men, Olssen having the limit, three minutes. Among the others who started was B. L. Barnes (2 minutes), who, clad in long trousers, rode in several races and tempted fate by carrying, suspended around his waist, what every one supposed was a camera, but which was really a storage battery. Early in the day he discovered that his dry battery had weakened and accordingly he borrowed the storage cell and literally attached it to his person. Domina found his pace in this race and he quickly shook off Cox and overtook the limit man in the last mile and won with plenty to spare in 17:22½. Olssen was second, and Barnes third.

Although but two men started in the mile consolation, it was the best race of the day as they "made a race of it," clinging together all the way, Reilly on a little, short stroke two cylinder Pillsbury that exhausts like a baby's breath, leading Wilkinson, 1¾ Indian, by 5 yards in 1:44½. Hedstrom stood down in the unlimited pursuit race between the winners of the day, and Domina won it without much of an effort in 1½ miles, which were ridden in 2:41.

Summary:

One mile novice, single cylinders—Won by Klaes Olsson, Providence, 2¼ Merkel; second, Frank Larsson, Providence, 2¼ Indian; third, Fred Wood, Pawtucket, 3½ Thomas. Time, 1:53½.

Two mile amateur—Won by J. B. McLaughlin, Providence, 3 Merkel; second, A. Heilborn, Providence, 4 Orient; third, B. L. Barnes, Providence, 2¾ Indian. Time, 3:21.

Five mile open—First heat, won by Oscar Hedstrom, Springfield, 5 Indian; second, J. L. Pickering, Providence, 3 R-S; third, B. A. Swenson, Providence, 2¼ Indian. Times, 7:13½, 7:16½. Second heat, won by Peter H. Cox, New Haven, 2¼ Indian; second, Frank Wilkinson, Providence, 1¾ Indian; third, J. B. McLaughlin, Providence, 3 Merkel. Times, 7:33½, 8:00½. Final heat, won by Hedstrom; second, Pickering; third, Cox. Time, 7:20½.

One mile exhibition—Jacob DeRosier, 5 Indian. Time, 1:22½.

Five mile exhibition—W. H. Wray, Brooklyn, N. Y., 6 Peugeot-Simplex. Time, 7:16.

Unlimited team pursuit race—Won by Providence Motorcycle Club, F. E. Domina, Providence, 3¼ Domina; F. Wilkinson, Providence, 1¾ Indian; J. L. Pickering, Providence, 3 R-S; Newport Motorcycle Club, C. J. Swenson, J. L. Murphy, B. Bowler, all Indians. Time, (Pickering,) 2:27½.

Five mile exhibition—Jacob DeRosier, Springfield, 5 Indian. Time, 6:44½.

Ten mile handicap—Won by Frank E. Domina, Providence, 3¼ Domina (scratch); second, Klaes Olsson, Providence, 2¼ Merkel (3m.); third, B. L. Barnes, Providence,

2¼ Indian (2m.); fourth, J. B. McLaughlin, Providence, 3 Merkel (45s.); fifth, Peter Cox, New Haven, 2¼ Indian (scratch). Time, 17:22½.

Two mile open, single cylinder—Won by Oscar Hedstrom, 5 Indian; second, Frank E. Domina, 3¼ Domina; third, Peter H. Cox, 2¼ Indian. Time, 3:01½.

One mile consolation—Won by D. V. Reiley, Providence, 3 Pillsbury; second, Frank Wilkinson, Providence, 1¾ Indian. Time, 1:44½.

Unlimited pursuit race for winners of the day only—Won by Frank E. Domina, Providence, 3¼ Domina. Time, 2:41½; distance, 1½ miles.

Strength of Alliances are Felt.

Chairman Douglas of the F. A. M. competition committee, has raised the year's suspension imposed on Peter H. Cox of New Haven, Conn., and that young man was therefore enabled to compete at Providence on Saturday last. Cox's reinstatement is not more interesting than is the force of the F. A. M. alliance with the American Automobile Association that was developed. Cox rode at two unsanctioned meets promoted by the Yale Automobile Club, and later while under suspension he, or rather his father, induced the referee of the Bridgeport hill club, held under A. A. sanction to permit him to compete under protest, and he won, the prize being withheld. Both the A. A. A. and the F. A. M. "called" the Yale club, which pleaded ignorance of the rules and sent a committee to New York to make peace with both organizations. Then Cox, Sr., also paid New York a visit. He was anxious to have his son, a minor, placed in good standing. He said the sin was all his own, that he had insisted that his boy ride and the latter, a gentle, pleasant spoken young fellow, simply obeyed his orders. He offered to pay any fine or make any other amend possible in order to "wipe away his sin," as he expressed it. Before it was wiped away and before young Cox was restored, the Yale Club made its peace with both organizations and Cox surrendered to the F. A. M. the prizes he had won.

The strength of the alliance also was demonstrated in the case of the Reading Automobile Racing Association, a body made up chiefly of chauffeurs, which ran a race meet last year and failed to fulfill certain obligations. A few weeks since it arranged another meet which is due to occur to-day and in which a motorcycle event figures and for which F. A. M. sanction only had been secured and exclusively advertised. When it was issued, Chairman Douglas knew nothing of the previous lapse but when the A. A. A. informed him of it, under the terms of the alliance he revoked the sanction. The Reading men then tried to "make up" with the A. A. A., but as the latter body and also the F. A. M. had meanwhile sanctioned the Berks Automobile Racing Association meet, which occurs on July 4th, the chauffeurs' overtures were rejected and they will be obliged to play by themselves to-day.

METTLING A MOTOR PACED VICTIM

Accident Causes Death of American Rider in Dresden—His Brilliant Career on the Track.

That dangerous sport, motor paced racing, such as it is conducted in Germany, has drawn another victim. This time it is an American, Louis E. Mettling, the popular rider from Jamaica Plains, Mass. Details of the accident from which the young American rider met his death are lacking as the German track managers endeavored to suppress the news and it was only after Mettling had died from injuries received in a race at Dresden on June 9th, that his parents in Jamaica Plains received a cablegram announcing his death. Mettling died on Friday, the 21st, according to a cable message received from Schreyer, whom Mettling took abroad with him this spring. His body will be brought to this country for interment.

Louis E. Mettling was born at Roxbury, Mass., December 3, 1884. When only 16 years old he began to show speed and made his first notable showing on the old "wash-board" track in one of the freight sheds at Park square, Boston. In 1900 he blossomed out as a track rider, his experience the winter before giving him experience. He was made a member of the old Press Cycling Club's team, with Charles McConnell, Clarence Kimball and others, and his showing stamped him as a very promising rider.

The following year he climbed to the top of the New England amateur ladder, and in addition to winning more firsts than any other rider in New England, he helped his club to win the inter-club championship pursuit race from the old Metropolitan Wheelmen. In August of the same year Mettling and McConnell represented the Press Cycling Club in the national championships at Buffalo, the pair getting a fair share of the prizes. In the fall of 1901 Joe Nelson had just begun to star as an amateur pace follower, and as Mettling showed form behind pace, he was matched against Nelson. He defeated Nelson, who was then recognized as the best amateur pace follower in America. A week later Mettling defeated Forrest Osgood, of Lynn, at the Revere Beach saucer. That year he was invited to turn professional.

In the spring of 1902 Mettling decided to become a cash chaser and on April 19, rode his first professional race, defeating Osgood at the Charles River track. On May 4, he lined up against Walthour and other fast men, but accidents put him out of the running.

Mettling did not have many bad falls until May 16, 1902, when he was nearly killed; in fact, his life was despaired of for weeks. He was training on the old cement track at Charles River Park for a race against

Otto Maya, Pat Keegan and Charles McConnell, when he was thrown heavily. He was taken to a hospital where he suffered for weeks with a fractured skull and other injuries. He returned to the game and was victorious in many contests. In 1904 he had a narrow escape from fire in his home in Jamaica Plains.

Last winter Mettling teamed with Pat Logan and rode in the six day race. The team was one of the eight teams tied at the finish, but Mettling was defeated in the final sprint by Fogler, Downing, Rutt and MacDonald, getting fifth money. Early this year he rode several flat floor races in and around Boston and in February went abroad for the season, taking with him "Daredevil" Schreyer, who defies death by



LOUIS E. METTLING

doing a bicycle chute, somersault and dive into a small tank of water. Mettling had competed in several paced races before he met Darragon at Dresden, on June 9th. It was in this race that he fell and received injuries from which he afterward died. Mettling was always more studious than the average run of bicycle riders, and it was because he occupied his spare time in studying instead of idling it away with the other riders that he gained for himself early in his track career the sobriquet of the "Flying Schoolboy," which had clung to him ever since.

A five mile championship for the State of Maryland is one of the events that will be decided at the Fourth of July race meet of the Crescent Wheelmen at Clifton Park, Baltimore. The other events are a one mile novice, five-mile handicap and one-mile handicap. Gold medals will be the first prize in each event, with merchandise prizes for the other finishers.

YEAR'S BIGGEST ROAD CARNIVAL

Open Racing for all Registered Riders—
"Young America's" Handicap for Boys
—Profusion of Prizes.

The biggest and most important bicycle road race carnival held in this country in many years will be that which will take place at Atlantic City, N. J., on either August 7th or 9th; the exact date will be settled next week. There will be two races, a 25-mile handicap open to all registered riders, which will be styled the Industrial Handicap, and a five-mile handicap, open to boys under fifteen years of age, styled the Young America's handicap. The events will be run under the auspices of the Atlantic City Wheelmen and their importance is made certain by the patronage of the Cycle Manufacturers Association and the Cycle Parts and Accessories Association, which will be holding its midsummer meeting at Atlantic City during the week August 6th to 9th.

That they will be blue ribbon events is indicated by the fact that every member of both associations is expected to contribute at least one article of his manufacture, which some of them have offered two or more, which assures the longest and most valuable prize list collected for a bicycle race in a decade. It is safe to say that at least eight bicycles will be the prizes in the big road race, with probably two bicycles in the boys' race, as the manufacturers' committee, consisting of C. A. Persons, chairman; Ignaz Schwinn, George W. Robb, J. W. Grady, C. F. U. Kelly, and C. A. Musselman, are personally collecting the prizes, which in due course will be turned over to the club. The actual details of the race will be cojointly arranged by Charles Van Doren of Atlantic City, and F. L. Valiant, 939 Eighth avenue, New York.

The date of the two races will be decided this week as soon as it is learned at what time the proposed automobile floral parade, scheduled to take place in Atlantic City on August 7th, will be held. If in the morning the bicycle races will be run during the afternoon, but if the floral parade is booked for the afternoon, it is probable that the bicycle meet will be laid over until Friday afternoon, August 9th. In addition to the committee on prizes, as referred to above, a special committee with R. D. Webster, Eclipse Machine Co., as chairman, has been selected to arrange for the bicycle run of both associations to the races, entry blanks for which will be printed in a few days and sent to all parts of America.

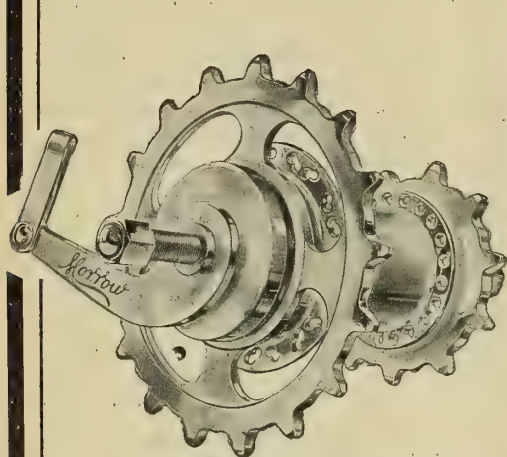
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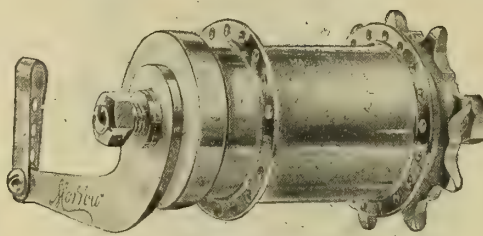
The Motorcyclist Who Knows

and the others who keep their eyes and ears open are well aware of
the great progress the

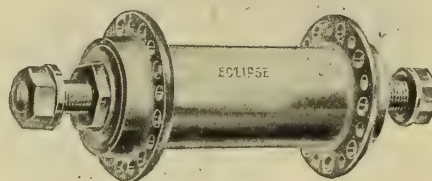
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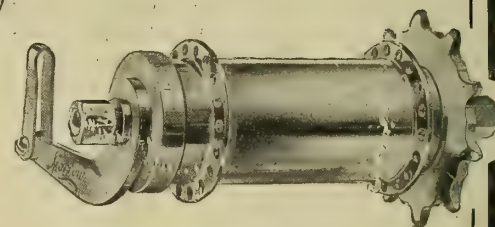
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there would be precious few motorcyclists who would not select the Morrow. It is possible to get it by refusing to take No for an answer.

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McFARLAND ON SALT LAKE TRACK

**Makes His Appearance but Finds Men
Faster Than Those He Met Abroad—
Kramer Wins Thrice.**

Salt Lake City, June 19.—National Champion Frank L. Kramer showed a clean pair of heels to the fastest bicycle riders in the world at the saucer last night, winning both professional races. Clarke, the Kangaroo Rocket, got second in one, and his fellow-countryman, Pye, was the runner up in the other. The amateur races were marred by spills. More than five thousand people saw the best program of the season.

The best race of the evening occurred in the two mile McFarland handicap, though it should have been named the Kramer handicap. Kramer, Clarke and Lawson were on scratch, with McFarland on 40 yards, with the rest of the bunch strung out in front. In two laps Kramer had pulled the scratch men up to "Long Mac," who in turn had frozen onto the back-markers of the handicap men. At four laps from home Kramer with Clarke on started one of those top of the bank drives for home. As the pair went by Mac tried to connect with Clarke's wheel but missed. McFarland pulled Lawson. Kramer kept in front all the way and finished with Clarke lapping, McFarland and Lawson getting third and fourth.

Kramer and Clarke got away bad in the quarter mile dash, but Kramer managed to work through and won sitting up. Clarke had a hard time getting around as Downfought with him for a place on the bank. This let Pye through and he beat Clarke out for second place by a narrow margin. Lawson failed to qualify in his heat and McFarland did not start.

The five mile lap race was exciting throughout, and Brodbeck won enough laps to net him two or three bags of flour. Giles was picked as the winner, but fell on the last lap and had to be carried from the track, having had a bad fall in the previous race. Morris won with Wright second. The summaries:

Quarter mile open, professional—Won by F. L. Kramer, East Orange; second, E. A. Pye, Australia; third, A. J. Clarke, Australia; fourth Hardy K. Downing, San Jose. Time, 0:29½.

Two-mile McFarland handicap, professional—Won by F. L. Kramer, East Orange; second, A. J. Clarke, Australia; third, F. A. McFarland, San Jose; fourth, Iver Lawson, Salt Lake City. Time, 3:51½.

Half mile invitation, professional—Won by Gus Lawson, Buffalo; second, Worthington Longfellow Mitten, Davenport; third, J. E. Achorn, New York City; fourth, Saxon Williams, Chicago. Time, 1:01.

Half mile handicap, amateur—Won by E. J. Hollister, (55); second, A. Crebs, (10); third, A. L. Bird. Time, 0:57½.

Five mile lap, amateur—Won by G. Morris; second, P. Wright; third, George Robinson. Time, 10:52½.

Salt Lake City, June 21.—Kramer, Pye and Clarke were the star performers at the saucer track last night, each winning a race. Kramer got the mile open, and Pye scored in the three-quarter mile handicap, while Clarke beat McFarland in a tandem paced match. About 4,000 spectators saw the races.

Kramer won the mile open, sprinting the last quarter mile with McFarland tacked on his rear wheel. McFarland could not come up and seemed satisfied with second place. Gus Lawson electrified the crowd



NEW YORK BRANCH: 214-216 WEST 47TH ST.

by crossing the tape third, winning from Samuelson and Hollister. The "Pride of Provo" who rode for the first time, rode very well, considering the little training he has had.

The scratch men failed to overhaul the long-markers in the three-quarter mile handicap, although Downing pulled Kramer for three fast laps, they could not connect. Pye won in the fast time of 1:21, with Mitten, Wilcox, and Samuelson next in the order named.

Quite a little interest centered in the five-mile tandem paced match between McFarland and Clarke. McFarland pushed his pace all the way and two laps to go began to unwind a sprint that he could not hold. Clarke jumped going into the last stretch and won easily. Hopper and Hollister and Agraz and Munroe managed the tandems.

The two mile amateur handicap brought out the usual number of falls. The scratch men had to ride fast to tag the limit men, but they overhauled at the end of the first mile. In the final sprint Schnell won by several lengths, with Brodbeck, Giles and Crebs in the order named. Morris won the quarter mile open. The summaries:

Quarter mile open, amateur—First heat won by Morgan; second, Crebs; third, Diefenbacher. Time, 0:31½. Second heat won by Giles; second, MacCormack; third, Brodbeck. Time, 0:30½. Third heat won by Robinson; second, Morris; third, Schnell. Time, 0:30. Final heat won by Morris; second, Giles; third, Crebs; fourth, MacCormack. Time, 0:30½.

Three-quarter mile handicap, professional—First heat won by S. R. Wilcox (60); second, W. E. Samuelson (55); third, H. K. Downing (35); fourth, Jack Burris (125); fifth, Fred West (65). Time, 1:23. Second heat won by W. L. Mitten (90); second, Emil Agraz (130); third, Ben Munroe (110); fourth, F. L. Kramer (scratch); fifth, E. A. Pye (50 yards). Time, 1:22½. Final heat won by E. A. Pye, Australia; second, W. L. Mitten, Davenport; third, S. R. Wilcox, Salt Lake City; fourth W. E. Samuelson, Salt Lake City; fifth, Ben Munroe, Memphis. Time, 1:21.

One mile open, professional—First heat won by F. L. Kramer; second, F. A. McFarland; third, C. L. Hollister; pacemaker, Ben Munroe. Time, 2:06. Second heat won by S. H. Wilcox; second, Gus Lawson; third, W. E. Samuelson; pacemaker, Jack Burris. Time, 2:06. Final heat won by F. L. Kramer, East Orange; second, F. A. McFarland, San Jose; third, Gus Lawson, Buffalo; fourth, C. L. Hollister, Springfield, Mass.; fifth, W. E. Samuelson, Salt Lake City. Time, 1:55½.

Two mile handicap amateur—Won by F. E. Schnell (35); second, A. Brodbeck (95); third, P. Giles (scratch); fourth, A. Crebs (scratch); fifth, Hal McCormack (40). Time, 4:05½.

Five mile tandem placed match.—Won by A. J. Clarke, Australia; second, F. A. McFarland, San Jose. Time, 12:16½.

Clarke the Biggest Cash Collector.

A. J. Clarke leads in the prize winnings table at Salt Lake City, having won four firsts to Kramer's two, and he has won more than twice as much as any other man at the saucer. Lawson has as yet to win his first victory. E. Mayer leads in the amateur table, with P. Giles a close second, but the amateurs are this year paid in merchandise instead of cash, as here represented. The values of the winnings in both classes are here shown: Professional, A. J. Clarke, \$228; Frank Kramer, \$95; Gus Lawson, \$92; Hardy Downing, \$88; Worthington Longfellow Mitten, \$42; Norman C. Hopper, \$65; Iver Lawson, \$45; Saxon Williams, \$36.50; S. H. Wilcox, \$54; Fred West, \$36; C. L. Hollister, \$31; Ernest A. Pye, \$27; Ben Munroe, \$19, and J. E. Achorn, \$7. Amateur, E. Mayer, \$41; P. Giles, \$40; A. Crebs, \$30; C. Morris, \$27; Hal MacCormack, \$12; Walter DeMara, \$36; Rodney Diefenbacher, \$16; George Robinson, \$8; D. King, \$11; E. J. Hollister, \$6; E. Erickson, \$6; A. Brodbeck, \$4, and Fred E. Schnell, \$8.

Messenger Boy Wins Once More.

Elwood Watson, the 14-year-old Atlantic City messenger boy who distinguished himself by winning the first sanctioned road race of the season—the Camden-Atlantic City—is proving a second George Wiley. Last Sunday, 23d inst., young Watson, riding with 2½ minutes handicap, won the 12-mile handicap over the Pleasantville-May's Landing course, Atlantic City, promoted by the Atlantic City Wheelmen, and run under the sanction and rules of the National Cycling Association. Watson rode a Reading Standard bicycle geared to 88 inches.

About 1,000 persons saw the thirty-one riders started from the various marks, from scratch to five minutes. The course was over the Pleasantville-May's Landing road with the turning point six miles out. Mike Logue, riding alone from the one minute mark fell at the turn. J. Baumgard, of Philadelphia, mixed with Deardon about two miles from the finish, and the Quaker hit the ground with a thud. James League, Pleasantville's "pride and joy," and a small boy, came together at the tape and League was put to sleep for a few minutes. Charles O'Donnell, the good natured member of the Royal Reading Team, would undoubtedly have finished had not the temptation of luscious ripe strawberries along the course proved more alluring than the chance of a possible prize.

The scratch men, Hemple, Van Doren,

Stroud and Deardon, began to argue as to the pace from the start. It was Deardon's first ride with the "honor bunch," and he seemed to think that all he was expected to do was to sleighride all the way, and then use all his strength for the finish. This is what he did, despite the protestations of the others, and then in the fight for time prize he surprised the spectators by beating out Van Doren and Hemple, the sea-side resort's fastest men. He was not fast enough, however, to give the ha-ha to "Dick" Stroud, Philadelphia's good old standby, who despite a bad position when the sprint began, got to the front and won from Deardon by a few inches. Here is the way the riders finished, with their handicaps:

1, Elwood Watson, 2:30; 2, G. Maltus, 4:30; 3, Frank Hemple, 3:30; 4, E. Ogden, 4:00; 5, F. Latimer, 3:30; 6, W. Reed, 3:00; 7, J. Phillips, 4:00; 8, Charles Herbert, 5:00. Time prize winners—1, W. Richard Stroud, Philadelphia (scratch), 31:47; 2, Albert Deardon, Atlantic City (scratch), 31:47½; 3, Charles Van Doren, Atlantic City (scratch), 31:47¾; 4, Richard Hemple, Atlantic City (scratch), 31:47¾.

If you are interested in Motorcycles, "Motorcycles and How to Manage Them" is the very book you need. Price, 50 cents. The Bicycling World Co., 154 Nassau St., New York.

Big Crowd Booked for Coney Island.

From present indications the "old fashioned bicycle run and outing" scheduled for to-morrow, 30th inst., and being worked up by the Yonkers Sporting Goods Co., of Brooklyn, and the Wilson Trading Co. of New York City, will be the biggest thing in the way of a pleasure run that has been attempted in years. Invitations have been sent out to about 1,500 cyclists, and so far 700 have signified their intention of riding.

As something like fifty prizes will be given away, or rather drawn for, and as there is no charge either for the privilege of entering the run or drawing for prizes it is expected that at least 1,000 cyclists will be in line on Sunday, the 30th. Each rider will receive a tag with a number upon it and only those who have tags will be allowed in the run and to participate in the drize drawing.

The run will start from the corner of Lewis avenue and Broadway, Brooklyn at 1 p. m. sharp, and will go to Sea Gate, Coney Island and return. The pace will be slow enough for all. The manufacturers have responded handsomely with prizes have responded generously, judging by the prize list, and the lucky number will draw a Yale bicycle, donated by the Consolidated Mfg. Co. There will be at least 50 other prizes, consisting of tires, coaster brakes, bells, lamps, pedals, horns, cyclometers, fountain pens, pumps, saddles, etc.

It may be true that

"Where Ignorance is Bliss 'Tis Folly to be Wise"

but there are thousands of cyclists who having "got wise" to Persons' saddles, are ready to testify that they want no more of the "bliss" that comes of riding the other kind. For, of course, you know there are but two kinds of saddles—Persons and the others.



One wise man expressed the situation very happily when he said

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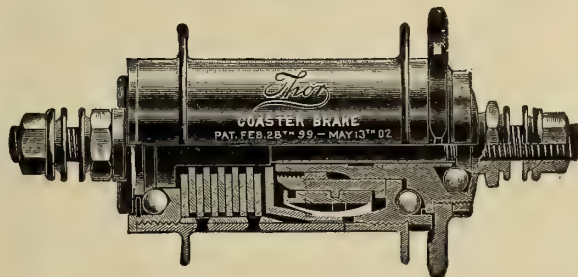
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has nine square inches of friction surface. Absolutely reliable. Simple, uniform and effective lubrication.

Thor Hubs - None Better

If your dealer or jobber does not keep them, write us

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Tough Tread
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These are the new tires for the dealer to get acquainted with. They have the wonderful AJAX rubber compounding in them which has been so thoroughly tried out in the severer service of automobile use, and which gives a combination of resiliency and toughness that sets a high water mark in tire construction.

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418 Arch St., Philadelphia, Pa.

"Motorcycles and How to Manage Them." Price, 50c. The Bicycling World Co., 154 Nassau St., New York.

The Week's Patents.

855,979. Attachment for Bicycles and Motorcycles. Theodore W. Razoux, Brooklyn, N. Y. Filed May 5, 1906. Serial No. 315,368.

Claim.—1. In an attachment for bicycles and motorcycles, the combination with a frame carrying one or more seats, of means for supporting and carrying a wheel of the machine and means for bracing the attachment to the frame of the machine.

855,627. Air Tube for Pneumatic Tires for wheels. Thomas H. B. Gayner, South Melbourne, Victoria, Australia. Filed Feb. 1, 1906. Serial No. 299,049.

Claim.—1. An air tube for tires having the inside of the tube provided with a layer of Turkish birdlime and a layer of chalk to cover the birdlime.

856,209. Ball Bearing. Herman Barthel, Schweinfurt, Germany. Filed Jan. 2, 1907. Serial No. 350,351.

Claim.—A ring ball bearing, comprising in combination with the ball bearing proper and balls inserted in said ball bearing, intermediary pieces provided with cavities shaped corresponding to the contours of the balls and arranged between each two balls so as to receive the latter in its cavities and to offer them a proportionately large supporting surface but to possess a very small wall thickness at the tangent points between each two balls and thus to present a very small distance from ball to ball, rivet bolts provided at the outer faces of said intermediary pieces, and annuli disposed at the outer faces of said ball bearing and adapted, after the bearing is filled with balls and intermediary pieces, to be connected with said rivet bolts and thus to form together with said intermediary pieces a rigid case for the balls, substantially as described and shown.

856,532. Coaster Brake. Anders Larsen, Odense, Denmark, assignor to James Peter Larson, Baldwin, Wis. Filed July 10, 1906. Serial No. 325,432.

Claim.—1. The combination in a coaster brake of an axle-bar formed with a squared portion; a hub shell free to rotate therearound; a clutch member secured to said hub shell at one end thereof; a brake disc secured to said hub shell at the other end thereof; a driving screw extending within said hub shell and mounted free to rotate upon said axle bar; a second clutch member formed with threads which engage the threads upon said driving screw and mounted thereon between the first-named clutch member and said brake disc; a non-rotary brake disc mounted upon the squared portion of said axle bar free to slide along the same and interposed between said second clutch member and said hub-carried brake disc; a stop key upon said axle bar; yielding means which tend to force said brake discs apart, said slidable non-rotary brake disc being mounted between said yielding means and stop key; and a pair of similar axle adjusting cones, one at each end of said axle bar.

856,599. Ball Bearing. William Nice, Jr., Ogontz, Pa. Filed June 15, 1906. Serial No. 321,850.

Claim.—1. A ball bearing comprising a race, balls carried thereby, a floating device resting upon said balls and having fingers separating them, and means for securing said floating device in operative relation to said race and balls said fingers being flexible and said parts disposed to permit the removal and insertion of said balls in the assembled relation of said parts.



Our fathers knew how to make a stronger mill dam, with half the timber, by arching it up creek.

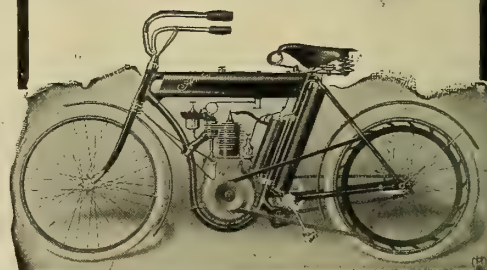
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THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

Volume LV.

New York, U. S. A., Saturday, July 6, 1907.

No. 15

TRIES TO REGULATE PRICES

Missouri Passes Law Affecting Price Cutting and Discounts—But it Leaves a Large Loophole.

Original in many things, the State of Missouri has tackled the price-cutter and if the law that was passed at the last legislation is enforced, the spectacle of the same goods, not excepting bicycles and their accessories, being sold at different prices in neighboring towns will not be so frequent as has been the case. The text of the law in question is contained in this section:

Any person, or firm, company, association or corporation, foreign or domestic, doing business in the State of Missouri, and engaged in the production, manufacture or distribution of any commodity in general use, that shall intentionally, for the purpose of destroying the business of a competitor in any locality, discriminates between different sections, communities or cities of this State, by selling such commodity at a lower rate in one section, community or city, than is charged for said commodity by said party in another section, community or city, after making due allowance for the difference, if any, in the grade or quality, and in the actual cost of transportation from the point of production, if a raw product, or from the point of manufacture, if a manufactured product, shall be deemed guilty of unfair discrimination, which is hereby prohibited and declared unlawful.

The remainder of the law is devoted to an enumeration of penalties, which include the revocation of permission to do business within the State, and fines from \$500 to \$5,000 and imprisonment in the county jail.

While this enactment may not seriously affect the local slasher of prices and seems aimed more at manufacturers and jobbers than at the dealer, it also appears to almost require uniformity of discounts throughout the State. The fact that it requires that intent to destroy the business of a competitor be proven provides a very large loophole, but it likewise offers an

opening for an aroused or aggrieved merchant to make it costly and uncomfortable for the other party to a disagreement to prove that such intent did not exist.

Ajax Likely to Leave Trenton.

Trenton, N. J., probably will lose the Ajax-Grieb Rubber Co., despite the fact that the company owns its plant and a big plot of unimproved property in that city. That removal is contemplated was made known this week by Horace De Lisser, president of the company, who stated that expansion having become necessary, proposals from two or three towns are under consideration and that if equitable arrangements can be made a decision will be reached within the next fortnight.

Eight Motorcycle Makers Book Space.

Sports, Ltd., in which several well bicycle people are interested, and which naturally is featuring bicycles, has removed from 1775 Broadway, New York, to much larger quarters at 2049 Broadway, near Seventy-first street. In addition to handling R-S motorcycles, Sports, Ltd., has secured the metropolitan agency for the Royal, which, after a number of vexatious delays, is now practically ready for marketing.

More Room for Sports, Ltd.

Eight motorcycle manufacturers were among those allotted positions in the first drawing for space at the Chicago automobile show, which occurs in December next. The drawing took place in New York on Monday last but until the first deposit money is paid on or before July 15th the positions will not be actually the possession of the intending exhibitors.

The Retail Record.

San Francisco, Cal.—Enterprise Cycle & Repair Co., new store at 1519 Market street.

East Petaluma, Cal.—C. W. Lewis, succeeded by George Baker.

POPE FOR TWO CYLINDERS

Will Not Produce "Single" Motorcycles—New Machine Will Incorporate Some Novel Features.

Although the Pope people themselves anticipated that the new Pope motor bicycle which has been in process of development in the Hartford factory for several months would be ready to make its debut in the F. A. M. endurance contest, July 30-31, all idea of the sort has been abandoned. While it is well advanced and the motor and carburetter have been in hard use on the road for several weeks, the complete machine is not sufficiently "ripe" for public introduction and its makers simply will not introduce it until they know it to be thoroughly right.

Some few details of the new model have leaked out, however, and in one respect at least the policy of the Pope Mfg. Co. as regards it is quite radical and may prove of far reaching influence: Two-cylinder motors only will be employed. The transmission of the new Pope motorcycle also will depart from present standards. It will be neither a belt nor a chain, but the Pope people are not ready to have it made known what will be the exact nature of the gearing.

The motor itself will employ mechanical valves, which will be operated by the usual cam, but in connection with a rocker arm on top of the cylinder heads.

The Pope decision to produce only two-cylinder models probably will serve to quicken a trend in that direction which undoubtedly exists. It dovetails the opinion of none other than George M. Hendee, president of the Hendee Mfg. Co., who in private conversation early in the year expressed the belief that the two-cylinder motor bicycle would prove the model of the future, which belief he recently made public property.

MAY WAS NOT A MERRY MONTH

Exports Slid Away Down the Toboggan—
Large Losses Were Not Offset
by Small Gains.

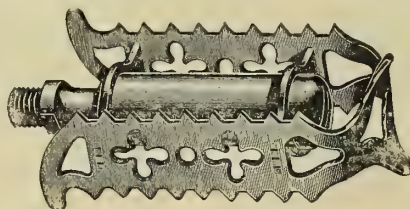
A marked reversal of form was exhibited by the May exports of bicycles and parts over the showing of the two previous months, the net depreciation in total values over the corresponding month of last year amounting to \$48,951. The sum total of exports amounted to \$96,847. Ten of the geographical divisions shared in the slump, the most significant figure being that of the "Other Europe" group, which was less than last year by \$22,246. The United Kingdom revealed the greatest falling off of any single country, the difference being, \$12,350, British North America, Mexico, and British Australasia, following respectively, in less amounts. The depreciations revealed in the remaining five groups are insignificant. Of the eight groups which showed an increased demand for the American bicycle, the gains are of greater importance proportionately than the losses in the other cases, although the fact that they are numbered among the smaller buyers, makes the fact not apparent in the grand total. Germany led in this upward trend, with a difference of \$3,359 over last year, while Belgium, Cuba, Japan—the only heavy market to improve—and Argentina, followed in the order named.

Comparison of the totals for the eleven months ending with May 31st, shows the effect of the decline to be purely local, the decrease over the corresponding period amounting to nearly \$50,000. The grand total of exports for the period amounted to \$1,082,033. Generally speaking, the distribution of increases and decreases was the same as for the month. A curious exception, however, is found in the United Kingdom, the largest buyer for the period, which showed a gain over last year of \$61,989.

Forsyth Pedal for Motorcycles.

Realizing that the ordinary bicycle pedal is too frail to withstand motorcycle usage, the Forsyth Mfg. Co., Buffalo, N. Y., has readapted one of their patterns specially to meet motorcycle requirements; it is shown by the accompanying illustration.

It is, of course, longer, wider, heavier and stronger than the bicycle pedal and more care is required for its construction. The pin is formed of 3/4-inch steel, which in itself is no small addition of strength, and



the cross bars are tapped and screwed up the shoulder of the barrel; inverted ball cups that take 5-32-inch balls also are employed. The Forsyth people already have created a considerable demand for the pedal and state that the users report that it fills the bill admirably.

Small Causes of Motor Irregularities.

Nothing more serious than a loose lever or a loose air shutter on the carburetter sometimes is responsible for irregularities in the running of a motor that cause not only the rider, but the repairman to scratch his head. The vibration of the road will cause these loose parts to shift their positions, often almost imperceptibly, and as a result the spark or the mixture is altered and the motor develops alternate spells of strength and weakness that are difficult to account for.

Precautions in Putting in Plugs.

Two things are to be avoided in replacing spark plugs. One is too tight an adjustment in a hot cylinder, which makes the plug almost impossible to remove afterward, and the other is the breaking of the porcelain through contact with the wrench. Socket wrenches, if made too narrow in the neck, are especially prone to this fault.

COTTON WASTE AND KEROSENE

Two Things Which Motorcycle Dealers
Should Counsel Customers to Use—
Troubles They Will Avoid.

Happily the double effects of the continued simplification of the machine and the general improvement of popular understanding in matters relating to it, have brought about a condition of affairs in which it is no longer necessary for the maker and dealer to treat their customers to a lengthy and frequently expensive educational process, as was formerly the case. Generally speaking, a motorcycle once sold, is sold, and the purchaser who is continually coming back with a host of petty troubles and with a machine rendered almost hopelessly inoperative through too much tinkering, is fast becoming an exception to the rule. Yet although it no longer requires a large volume of directions, like a cumbersome puzzle, the motorcycle going to a new customer ought always to be accompanied by a certain amount of information of genuine and pointed value, which should be so couched as to be simple to understand and comprehensive enough to direct or at least suggest all the little attentions which are required in order to secure the best service from the machine. In this, the importance of keeping the mechanism clean and rustless, should be as faithfully portrayed as that of lubrication.

Mud caked over the radiating flanges of the motor, soon causes it to heat unduly; sand and dirt permitted to accumulate about the ports in the muffler cause it to muffle to effectively, creating a back pressure, which deprives the motor of some of its power, sometimes causing it to overheat, and generally impairing its effectiveness; dust in the air intake of the carburetter, besides serving to clog it to a certain extent, and thereby upsetting the mixture, also is likely to find its way into the cylinder in minute quantities, aiding in the formation of the so-called carbon deposit; oil, running down from over-lubricated bearings, gathers dust and dirt, which sooner or later works back into the wearing parts causing trouble; dirt packed over metallic surfaces tends to absorb and retain moisture, which in turn, serves to cause rust in disastrous amounts—these and other suggestive causes and effects may be brought about by mere lack of attention when the machine is brought in from the road and left as it stands. Hence the wise dealer, will counsel the liberal use of cotton waste and kerosene, as lavishly as he advises the use of the oil can, and generally speaking, the results will be quite as beneficial. Incidentally, the man who is constantly going over his machine with an oily rag, soon becomes acquainted with its construction and becomes very keen in detecting disturbed adjustments, flaws and breaks.

	—May— 1906	1907	Eleven Months Ending 1905	1906	May 1907
Cycles and Parts of—					
Exported to—					
United Kingdom	\$36,927	\$24,577	\$205,621	\$206,129	\$268,118
Belgium	3,430	4,548	33,699	23,852	25,518
France	3,653	3,932	44,153	37,161	35,891
Germany	3,993	7,352	53,103	78,750	35,799
Italy	2,455	1,089	19,241	33,202	20,398
Netherlands	4,111	3,310	38,234	123,810	34,588
Other Europe	28,017	5,771	148,654	233,273	190,337
British North America	16,338	8,727	118,244	58,501	48,318
Mexico	9,789	4,541	45,469	80,975	83,743
Cuba	4,120	5,208	32,773	34,980	35,803
Other West Indies and Bermuda ..	427	956	27,282	19,949	18,476
Argentina	1,415	2,022	16,172	14,730	18,225
Brazil	558	816	9,902	8,418	11,000
Other South America	908	575	16,178	15,001	17,804
Japan	16,644	17,512	256,879	179,538	130,527
British Australasia	7,312	4,577	121,478	87,140	75,293
Other Asia and Oceania	3,270	919	51,208	28,021	22,124
Other countries	2,431	415	9,481	12,777	10,071
Total	\$145,798	\$96,847	\$1,247,771	\$1,276,207	\$1,082,033

ILLINOIS EXEMPTS MOTORCYCLES

F. A. M. Prevents Fees and Tags in that State—Other Results of Season's Legislative Endeavor.

Excepting Connecticut, the legislatures of the four States in which the Federation of American Motorcyclists has been endeavoring to lighten the fees and burdens of motorcyclists, now have adjourned.

In Pennsylvania, where the hardest and costliest fight was waged, the result was barren, due to a snarl in which the Senate and the House engaged and which deadlocked all legislation, the motorcycle exempting amendment being among the other bills that thus were held up. In Massachusetts, where the F. A. M. made a strong effort also, it was not possible to obtain even a reduction of the fees, although the bill finally enacted avoids the inconsistency of the former law in that big automobiles and little motorcycles are not taxed the same amount. The annual registration fee for motorcycles remains \$2, while that for motor cars was increased to \$5, these charges being in addition to the \$2 exacted for the operators' permanent license. Some of the Massachusetts legislators with whom Dr. G. B. Gibson, who represented the F. A. M., was in touch, frankly admitted that the State "needed the money" and that fact outweighed all other considerations. In fact, the State needed the money so badly that the revised act requires that the new registration fees become effective August 1st, and that they be paid again on January 1st next. Therefore, it will cost the man who pays say \$50 or \$60 for a second-hand motorcycle \$4 for about four months' use, while the buyer of a \$15,000 limousine must needs pay but \$7, an inconsistent disproportion which the F. A. M. pointed out, but to no purpose.

In Illinois, however, the F. A. M. was signally successful, due largely to the good work of its western vice-president, Irving R. Hall. As originally introduced, the automobile law included motorcycles in its fees and other provisions and before Mr. Hall busied himself it had passed one reading. To exempt motorcycles required that it be recalled, and this was done, the bill finally becoming a law, but without the governor's signature. The result is that motorcyclists and motorcycle makers and dealers will not have to pay a \$2 registration fee nor carry tags; they are, however, subject to the speed restrictions of 10 miles per hour in built up communities, and 20 miles in the open country. One of the immediate effects of the act, will be the nullification of the Elgin ordinance which imposed a fee of \$5 on motorcyclists.

In Connecticut, a substitute bill has been offered for the one which so far as motorcycles were concerned fixed an annual registration fee of \$1, but according to in-

formation received by the F. A. M., there is small prospect of the enactment of any new legislation, which will mean that the present permanent fee of \$1 will remain in effect.

Unusual Result of a Collision.

As a result of a most unusual accident which befell him one day last week, Albert Kreuder, of New York City is nursing a number of severe burns, and mourning the wreck of his motorcycle. The accident that caused his woes was not only out of the common, but points to a moral worth heeding.

Late one night last week he was riding beside a trolley car when he dropped back suddenly and attempted to pass it on the left side. In so doing he collided head on and with great force with a motor car which was coming in the opposite direction, the bump happening so suddenly that neither he nor the driver of the car had time to avoid the impact. The result was that the motorcycle was badly smashed, as was one of the large headlights of the car. The flame from the lamp set fire to the gasoline which had been liberated from the tank of the motorcycle by the smash, and a brisk conflagration the flames of which reached to the top of the elevated structure overhead resulted. Kreuder's clothing caught fire at once, and it looked for a time as though serious consequences were likely to result.

With rare presence of mind, however, he tore off his clothes, thus probably saving his life, and with the help of the bystanders in extinguishing himself before he was dangerously burned. By the time the fire department arrived, however, the crisis was past.

Comic Opera Cross-Continent Attempt.

Otto Kirk and Joseph Collins, the Brooklyn (N. Y.) theatrical men, who, after acquiring a "manager" and after being outfitted with bicycles and other necessary accessories, started from New York to break the cross continent record, not unfittingly gave a comic opera ending to their undertaking. Although they had a handsome escort out of New York, they became very tired on the first day, during which they covered sixty-odd miles, and so far as can be discovered they became "lonesome" the very next day and "chucked it." It is difficult to obtain particulars of the sorry fiasco, but that the would-be record breakers quit before they were fairly started is certain.

Trolley Trouble Caused Rush for Bicycles.

Over 5,000 bicycles were sold in Johannesburg with a fortnight, according to a foreign report. The breaking down of the local trolley car system caused the rush for the machines, and the trolley company's receipts, even now that the cars are running again, will have to wait for a growth in population to reach their old figures.

BIGGEST OF THE "REVIVAL RUNS"

It Caused Brooklyn and Coney Island to Rub Their Eyes—"Outlaw" Enterprize Promptly Squelched.

Of the several "revival runs" promoted by the Wilson Trading Co., New York, that of last Sunday conducted by the Yonkers Sporting Goods Co., of Brooklyn, was far and away the most successful, in fact, in point of numbers, it was the biggest turnout of cyclists that the metropolis has witnessed in years. Between 400 and 500 riders made the run to Coney Island and return despite the fact that the skies threatened a downpour at any moment. The parade caused the Brooklynites to rub their eyes and withal it was a well ordered affair.

For awhile the sorely troubled Prospect Park Cork Pullers threatened the success of the outing and supplied a striking object lesson in the injury that can be done by "soreheadism." Twenty-five or thirty strong they appeared on the scene, a number of them resplendent in red sashes on which "Grand Marshal" and similar inscriptions appeared. They said they represented the National Federation of Amateur Cyclists and as they constitute the chief strength of that origination, they doubtless were right. They were also well supplied with an N. F. A. C. circular which was scattered broadcast. It advertised "monthly tours," with prizes and photographers, etc., and set forth some other particulars about "our next run." These throw-aways deceived a number of riders into fancying that last Sunday's event was an "outlaw" promotion instead of a Wilson-Yonkers affair.

When the Cork Pullers with their sashes took their place at the head of the line, the trouble began. About half of those present promptly let it be known that they would not ride behind "outlaws." They were so emphatic in their statements, that Mr. Yonkers had a vexed half hour. The upshot of it all was that the "outlaws" removed their pretty red sashes and tucked them in their pockets and went from the head to the rear of the line.

On the return from Coney Island, the Yonkers company served refreshments to all and the drawing for prizes, of which there was about thirty, took place. The chief prize, a Yale bicycle, fell to the lot of a dealer, who had participated in the run.

Two Motorcycle Events Run at Reading.

R-S motorcycles carried off the honors at the automobile race meet at the Shillington track, Reading, Pa., on July 4th. William Bewley won the mile in 1:35 and Theodore Schultz finished first in mile event for lower powered machines. His time was 1:44.

It is not Strange

that such ignition specialties as

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and



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Spark
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should have met with such a warm welcome from motorcyclists and motorcycle manufacturers. Our coils and plugs had "made good" in more strenuous and more extensive use on motor cars and motorcycle people were found ready for something

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To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, JULY 6, 1907.

"I used good judgment when I invested \$2 in a year's subscription for the Bicycling World."—W. R. Chilton, Honolulu, H. I.

The Call for Free Engines.

It is astonishing that despite the marked development of the American motorcycle industry and despite a demand that undoubtedly exists, no effort has been made to evolve a two-speed gear. But one device of the sort exists and it is designed for rather local application.

Each year the call for a gear that will afford a free engine has increased in volume, but no notice of it has been taken by those most concerned. This season the demand for it has been more insistent and more clamorous than ever before. Of late it has been a dull day when inquiry for such a gear has not reached the Bicycling World.

With few exceptions, these inquiries come from owners of tricycles, tricars, and side cars, and of motorcycles designed for parcel carrying and other commercial use. All of these machines may be styled "double duty" machines. They are not only necessarily much heavier than the motor bicycle but they are designed to carry double the

load. To start them by pushing or pedaling even under the most favorable conditions is not a very easy or very graceful proceeding and often requires strenuous endeavor, while on a rough or a loose road the strength of Samson is frequently required. When stalled on a bad hill, the operators of passenger and package carrying conveyances are fit subjects for real commiseration; not even Samsonian strength avails, and the spectacle they then present is not one calculated to increase the demand for such machines.

Although they may close their eyes to them, these are situations that are and long have been perfectly obvious to the manufacturers of the double duty motorcycles, and it serves no purpose to "play ostrich" under such circumstances. If those machines are to increase in number and to obtain or retain real popularity a two-speed gear that will permit of a free engine and facility for easy starting from a standstill under all conditions of road is absolutely essential and the sooner it is produced and rendered available, the better for all concerned. It is high time that some effort and ingenuity were turned in that direction.

Concerning the Export Situation.

When the Cycle Manufacturers Association and the Cycle Parts and Accessories Association convene at Atlantic City next month it is to be hoped that some one will provoke discussion of the export situation. The statistics for the month of May, published in another column, add but one more to a long series of reasons why such discussion is necessary.

Our foreign business has so steadily been going down hill while Great Britain's has as steadily recovered and mounted higher that it ought to be some one's business to diagnose the cause of the American ailment. It is not short of disgraceful that during the month of May our exports should fall to a beggarly \$96,847—a decrease of roughly \$50,000—while Great Britain's foreign shipments reached the amazing value of \$620,000—an increase for the month of \$185,000.

Every one connected with the industry agrees that the export business is desirable. They all want it, but no one is getting enough of it to keep them busy for any great length of time. But what is desirable is worth going after, and the American manufacturers should bestir themselves into a show of activity. Our own information is to the effect that they have neglected or refused the demands of even our next

door neighbor, Mexico, to such an extent, that the bicycle producers from across the sea have stepped in and obtained the bulk of the business.

The Bicycling World may have worn the subject threadbare but we cannot see our exports dwindling to shadowy proportions without repeated efforts to improve the situation. There must be a way to improve it and it is for the trade's two big organizations to find the way. We once before suggested an export conference of the two associations and representatives of the export houses and the idea is again forward. It requires but one man to make the move and if funds are needed, certainly the increased publicity fund which is in prospect, could be drawn on for at least a modest amount for a purpose that would be so generally beneficial.

The way of the "outlaw" was ever a hard road to travel. The handful of Brooklyn malcontents who call themselves the National Federation of Amateur Cyclists are feeling the force of that truth. The last drop in their cup of bitterness is that by their own antics they have debarred themselves from the Industrial Handicap which is to be run at Atlantic City next month. Their lamentations are both loud and deep and in their despair they are knocking on this door and on that one in the endeavor to obtain entry. The object lesson is an excellent one. It may not be exactly pleasant but it is well that men who "get mad and won't play" and who having small regard for the established rules of sport, would bring the sport to a condition of anarchy solely to satisfy personal grievances, should learn what is the penalty and what its payment requires.

From the amount of space devoted to them in the public prints, the average American is likely to fancy that Paris—"the home of the automobile"—is literally overrun by motor cars. As a matter of cold fact, however, recent statistics show that in the French metropolis there are but 4,000 touring cars, 10,000 private carriages and only 160,000 bicycles, in other words, bicycles are 40 times as numerous as automobiles. There is small doubt but that these approximate proportions obtain the world over, even in America, where wise editors of great dailies write profoundly of the "passing of the bicycle," etc. Size and noise and polished brass seem to blind them to the real truth of figures.

22 START IN 1,000 MILE CONTEST

But Eight Fall Out on First Day—Some Unusual Conditions and Rules that Apply.

Los Angeles, Cal., June 30.—Early this morning, a small army of motorcyclists left this city, headed toward San Francisco, or more properly, Oakland, which is just across the bay. Twenty-two of the number are engaged in the Los Angeles Motorcycle Club's 1,000 mile endurance contest, but this is a great motorcycle town and the contestants were accompanied by a big escort, some of whom will stay with them for a couple of days. The actual contenders are as follows:

Name.	H. P.	Machine.
J. H. Shafaer (Lt.)	.2¼	R-S
E. C. Kehl	.2¼	Racyle
V. Hubelin	.2¼	Indian
C. E. Johnson	.2¼	Indian
L. A. Hoskins	.2	Yale
W. G. Collins	.5	Peugeot
O. D. Stanton (Lt.)	.1¾	Navajo
J. F. Cooper	.2¼	R-S
J. Fink	.3	Wagner
C. M. Frink	.3	Wagner
A. T. Warner	.2¼	R-S
A. Avis	.2¼	R-S
H. E. Canfield (Lt.)	.1¾	Indian
C. W. Ridsen	.4	Indian
E. Carver	.2¼	Indian
A. Raeker	.3	Wagner
C. F. Dunham (Lt.)	.1¾	Indian
P. F. Lehman	.2¼	Light
H. White	.2¼	Indian
V. P. Beatie	.1¾	Indian
F. Benkert	.2¼	Indian
G. J. Swinnerton	.2	Indian

The contest, which is being conducted with the sanction of the Federation of American Motorcyclists, is quite the most ambitious effort of the sort ever undertaken in these parts, and possibly some of the rules that apply may appear queer to eastern riders. But as a "first offense" and as much of the country to be traversed is rather wild and quite mountainous, and also as one of the purposes is to extract some pleasure from the long jaunt, not all the rules are stringent. Some are full of loopholes and others may appear odd, as, for instance, the one which imposes a penalty for failure to stop when signaled to by a fellow competitor in distress, which offers almost unlimited possibilities.

The event really is two contests within the one, for while 1,000 points will constitute a perfect score, which can be earned only by those who make the round trip, medals will be awarded to all who reach Oakland without penalty, but such medals will have "500 points" engraved on them. All who so desire can retire from the contest in Oakland. The competitors left Los Angeles in four squads at 5-minute intervals, each in charge of a lieutenant; the squads are expected to remain together. The penalties involved include disqualification for being towed or otherwise assisted; loss of one point per minute for delay in

starting or absence from noon roll call; 1 point per minute for tardiness in finishing each night; 50 points for using open mufflers in towns or when passing teams; 50 points for failure to stop when signaled to by a disabled competitor. After repairing, the disabled one cannot scorch to rejoin his squad, but must ride with the one he first overtakes until arrival at the next control. Time allowance will be made for any one helping a distressed fellow contestant.

The mileage will average about 125 miles per day, the night controls being as follows: First day, Santa Barbara; second day, San Luis Obispo; third day, Salinas; fourth day, Oakland. Several days will be spent in Oakland and San Francisco, and the exact route and the itinerary for the return journey will be chosen by vote of those who elect to make the round trip. As there are eight or ten mountain ranges to be crossed, with grades up to 14 or 15 per cent. and from two to seven miles long, it will be interesting to discover how many cry "Enough" at Oakland.

Santa Barbara, Cal., June 30.—Fourteen of the 22 starters in the endurance contest reached here this evening; 12 of the 14 have clean scores, the two unfortunates being C. W. Ridsen (4 horsepower Indian), who was delayed 30 minutes by tire trouble, and O. D. Stanton, who rides a Thorparts machine assembled by himself, who was penalized 2 points for starting two minutes behind schedule time. The first day's "mortality" proved unexpectedly large and was due to the 46 miles of sand between Calabasas and Ventura, the so-called road being also tortuous and marked by many short, steep hills, which being deep in sand caused many falls and some strenuous pushing and pedaling; as the day was blistering hot the effect of such strenuous endeavor may be easily imagined.

Germans Win at Scots' Games.

Two bicycle races were included in the program of the Scottish games at Elliott Park, Chicago, on the Fourth. W. Staudt, I. Siegel, J. Spieglerhauer and C. Stuckle qualified in the two trial heats of the one mile open, the final going to Stuckle in 1:34½. Staudt finished second and Spieglerhauer was third. The three mile open was won by J. Van Fruensteinberg, who covered the distance in 8:04½. H. Frantz was second and Staudt third.

American Prize for Foreign Contest.

T. K. Hastings, eastern vice-president of the F. A. M., who expects to compete in the six-days trials of the Auto-cycle Club of Great Britain next month, has also presented a gold medal to be awarded the private owner making the best score in that contest. The medal is a handsome creation on the face of which are the flags of America and Great Britain, and on which is superimposed a small gold motor.

COMING EVENTS

July 14, Valley Stream, L. I.—Century Road race Association's 25 mile handicap road race; open.

July 21, Long Island City, N. Y.—Kilkenney A. C.'s 3 miles handicap and 5 miles motor paced match.

July 29, Boston, Mass.—League of American Wheelmen's reunion.

July 30-31, New York City—Federation of American Motorcyclists' national endurance contest, New York to Providence, R. I.; open.

Aug. 1, 2, 3, 4, Providence, R. I.—Federation of American Motorcyclists' national meet.

August 6, 7, 8, 9, Atlantic City, N. J.—Midsummer meeting of the Cycle Manufacturers' Association and Cycle Parts and Accessories Association.

August 9, Atlantic City, N. J.—25 miles Industrial Handicap, and 5 miles Young America Handicap, under auspices of the Atlantic City Wheelmen, with the patronage of the Cycle Manufacturers' Association and Cycle Parts and Accessories Association.

FOR ENTRY BLANKS
for the contests to be run during the
F. A. M. NATIONAL MEET
at Providence, R. I., Aug. 1, 2, and 3,
Under Auspices
Providence Motorcycle Club.

Address

B. A. Swenson,
185 Prairie Ave., Providence.

TWO AFTERNOONS OF TRACK
RACING.
20 MILES ROAD RACE.
HILL CLIMBING CONTEST.
STRAIGHTAWAY MILE TRIALS.

For information regarding hotels or
other subjects, address,

W. L. Medhurst,
1 Greenwich St., Providence.

BIGGEST ROAD EVENTS IN A
DECADE.
FOR ENTRY BLANKS
for the
25-Miles Industrial Handicap, and
5-Miles Young America
Handicap,
(for boys under 15 years of age)
at Atlantic City, N. J., Aug. 9th.
Address: F. L. Valiant, 939 Eighth Avenue, New York, or Charles Van Doren, Atlantic City.
BIGGEST AND FINEST LINE OF
PRIZES EVER OFFERED.

"FARMER" BLUM NOW HAS A PIANO

**Veteran Road Racer Wins It by Riding
"the Race of His Life"—Evidence
of Chicago Revival.**

William Blum, better known as "Farmer" Blum, won the race of his life at Chicago on the 4th inst. Blum is the best survivor of the Windy City's "old guard," and he has won many notable contests during his career, but none more startling than that at Chicago last Thursday. Riding from the one-minute mark, Blum captured not only the time prize, but finished first in the Chicago Cycle Dealers' Association's 25-mile handicap road race, and in addition broke the record, covering the course in 1 hour 3 minutes 10 secs. Blum's ride netted him a \$400 piano and a bicycle. It was the biggest cycling event the Windy City has known since the glory of the famous Pullman road race departed.

E. H. Samuelson, another Chicago rider, covered the course in the next best time, 1:05:10½, and gave Blum a hard fight for place honors all the way down the finishing stretch to the tape. Fewer exciting finishes have ever been seen in Chicago than the one Thursday morning when the first bunch of nine riders crossed the line so closely that it was almost impossible to score their numbers.

A number of visiting riders were entered, Joseph Dietz of Milwaukee, showing best of the visitors, for sixth time and ninth place prize. Two of the intending competitors, Henry Schaefer of Dunkirk, N. Y., and Charles Schreiber of Milwaukee, missed the race because their trains being late, while Dietz rode a borrowed bicycle, his own having been stolen the day before the race.

Both Blum and Alexander Peterson who rode from the one minute mark, had hard luck. Blum punctured twice and had to change mounts, as did Peterson, but the latter was not as fortunate in getting another bicycle as quickly as did the veteran. Al Walth, another local crack, broke his wheel and it was some time before he could effect a repair.

The course from Lincoln Park to Evanston and return was in splendid condition, except on a short stretch where the city sprinklers had watered the road too well. Of the big field of 65 starters, all but five finished for prizes, as follows:

Pos.	Name.	m.s.	h.m.s.
1	William Blum.....	1:00	1:03:10
2	E. H. Samuelson.....	3:00	1:05:10½
3	John Schutt.....	4:00	1:06:10½
4	O. Koeppe.....	5:00	1:07:10½
5	William Heirich.....	5:30	1:07:43½
6	John N. Bernard.....	5:00	1:07:11
7	Earl R. Harlow.....	4:00	1:06:11½
8	Ernest Kockler.....	11:00	1:13:11½
9	Joseph Dietz.....	4:00	1:06:11½
10	Richard Landers.....	12:00	1:14:29
11	Nick Kockler.....	5:00	1:07:48

13	Charles H. Stack.....	5:00	1:08:32
14	Charles Stuckle.....	4:00	1:07:15
15	J. E. Spiegelhauser.....	3:00	1:07:16
16	Joseph Moffet.....	4:00	1:07:21
17	J. Seftcheek.....	10:30	1:14:52
18	Dan Cameron.....	10:30	1:15:00
19	A. Wagner.....	5:30	1:10:01
20	M. Long.....	10:30	1:15:02
21	J. von Fuerstenberg.....	11:30	1:17:03
22	A. Flath.....	3:00	1:08:44
23	G. H. Smith.....	5:30	1:11:15
24	H. Bigelow.....	Scratch	1:06:22
25	Arvide Peterson.....	7:30	1:13:32½

26, Walter Matsen (11:00) 1:14:37; 27, C. Grutzmacher (7:00), 1:15:02; 28, G. H. Frantz (8:30), 1:18:16; 29, William Staudt (5:00), 1:13:19; 30, Charles Johansen (7:00), 1:14:07; 31, Alexander Peterson (1:00), 1:09:50; 32, Edgar Fink (6:30), 1:16:03; 33, C. G. Row (9:30), 1:20:10; 34, P. A. Nordmark (10:00), 1:21:32; 35, W. Carlon (10:30) 1:22:53; 36, A. Holzworth (8:30), 1:21:21; 37, A. Janofsky (10:00), 1:22:52; 38, M. Belzer (10:00), 1:23:40; 39, Andrew Anderson, (8:00), 1:21:42; 40, W. Bussell (5:00), 1:18:43; 41, Arthur Kemnitz (7:30), 1:21:14; 42, E. Veesenmeyer (9:30), 1:26:28; 43, Frank Arnold (scratch), 1:17:01; 44, M. Tannebaum (6:00) 1:23:06; 45, James Snider (7:30), 1:24:37; 46, Sam Sabath (6:00), 1:23:10; 47, Fred Mason (5:00), 1:22:35; 48, John Slattery (11:30), 1:29:52; 49, W. Grunnet (7:00), 1:25:40; 50, R. Duckstein (8:00), 1:27:30; 51, Fred Schlewitt (scratch), 1:19:58; 52, Tony Spichel (5:30), 1:26:07; 53, Lewis Damm (10:00), 1:33:03; 54, Chas. Mueller (9:30), 1:33:30; 55, Nels Olsen (11:30), 1:44:30; 56, William Sheridan (8:30), 1:46:30; 57, Wilter Peters (12:00), 1:51:00; 58, Ray Curtis (11:00), 1:52:00; 59, Henry Mueller (8:30), 1:55:30; 60, William Huch (9:00), 1:58:00.

Time Prize Winners.

Pos.	Name.	m.	h.m.s.
1	William Blum.....	1	1:03:10
2	E. H. Samuelson.....	3	1:05:10½
3	H. Bigelow.....	scratch	1:06:02
4	John Schutt.....	4	1:06:10½
5	Earl Harlow.....	4	1:06:11½
6	Joseph Dietz.....	4	1:06:11½

Bay Citys Win Relay Team Race.

The Bay City Wheelmen of San Francisco won the 50-mile relay race from the Oakland Wheelmen, Oakland, on the new track at Alameda, Cal., on Sunday, June 23. The race was contested in relays of five miles, the winners covering the half-century in 2:22:20, while the time made by the losers was 2:24:08. The riders and the time in each relay is given in the following summary:

First relay—Sam Hancock, O. W., 2:34:56; L. Vannier, B. C., 2:34:57.

Second relay—Louis Eike, O. W., 2:51:26; W. Sword, B. C., 2:51:25.

Third relay—Paul Lazatte, O. W., 3:05:56; F. McLaughlin, B. C., 3:05:32.

Fourth relay—Wallace Holmes, O. W., 3:20:28; Arthur Daggett, 3:19:09.

Fifth relay—Frank Smith, O. W., 3:25:02; Leslie Randall, B. C., 3:33:28.

Sixth relay—Roy Hoffman, O. W., 4:03:19½; A. Messigal, B. C., 4:02:09½.

Eighth relay—Ed Carroll, O. W., 4:17:21½; M. Sullivan, B. C., 4:16:57½.

Ninth relay—Don Trego, O. W., 4:31:14½; A. Halstead, B. C., 4:29:34.

Tenth relay—Bub Bassett, O. W., 4:44:08; Chris Schiller, B. C., 4:42:20.

BRYDEN A THREE-PLY CHAMPION

**Detroit Proves His Right to Title by
Making Clean Sweep—Motorcycle
Honors Are Divided.**

Walter Bryden, of Detroit, is deservedly the cycling champion of Michigan. On Thursday last, the 4th, he won all three of the State championships, promoted by the Detroit Wheelmen and decided on the fair grounds track. The meet was well patronized and the sport justified the attendance. Six races were on the card, three for cyclists and as many more for motorcyclists. The meet was sanctioned by the National Cycling Association and the Federation of American Motorcyclists.

Bryden started with the first event to make himself Michigan's State champion, by winning the mile championship in the good time of 2:20, in a field of eight starters. Louis Procknow got second and Joe McNeil third. The same order of finish was maintained in the half mile championship, Bryden covering the distance in 1:05. He topped off a good afternoon's work by winning the five mile championship, but R. DeKay, of Mt. Clemens, beat Procknow for the place.

The motorcycle events in which eight men started, were fairly close and furnished some excitement. The ten mile handicap was reduced to five and fell to W. Hackett, of Detroit, who started from 500 yards, in 11:03. F. O. Brown won the ten mile handicap, from the 1½ minute mark and R. M. Hunter, on 3 minutes, finished first in the 25-mile handicap. In the last named event, W. E. Leake of Detroit, fell on one of the turns and was considerably shaken up. The summaries:

One mile State championship—Won by Walter Bryden, Detroit; second, L. Procknow, Detroit; third, Joe McNeil, Detroit. Time, 2:20.

Half mile State championship—Won by Walter Bryden; second, L. Procknow; third, Joe McNeil. Time, 1:05¾.

Five mile State championship—Won by Walter Bryden; second, R. DeKay, Mt. Clemens; third, J. Procknow. Time, 13:50.

Five mile handicap, motorcycle—Won by W. Hackett (500); second, J. E. Patfield (400); third, G. Barnes (400). Time, 11:03.

Ten mile handicap, motorcycle—Won by O. F. Brown (1:30); second, R. Hunter (1:30); third, W. E. Leake (1:30). Time, 15:02.

Twenty-five mile handicap, motorcycle—Won by R. M. Hunter (3:00); second, M. Cannutson (scratch); third, F. E. Wright (6:00). Time, 34:10.

Charles O. Reiville has been elected president of the Crescent Bicycle Club, Baltimore. Francis Woolford is vice-president; F. A. Rochester, secretary; William H. Logue, treasurer; Thomas W. Baker, captain, and Francis Woolford, color-bearer.



First

Up Pike's Peak



First

Up Mount Wilson

The R-S Slogan

“Built and Tested in the Mountains”
is full of meaning.

It means the power and ability to show the way up such long, steep, dizzy heights as Pike's Peak in Colorado, and Mt. Wilson in California. The R-S went up the latter mountain in 61 minutes; the only automobile that succeeded required three hours. The ascents were not promoted or prompted by ourselves and were made by private owners using stock models—the same kind you get for your money.

Reading Standard Bicycles the “50-Mile-an-Hour” Wheels

Are the choice of the crack riders of the United States. The reason is obvious. They are unsurpassed in easy running qualities and strength.

Caldwell, on the Charles River track in Boston on a Reading Standard rode 50 miles and 30 yards, paced, in one hour, without the use of wind shields. This feat was never equaled.

In the six-day races, Irvington-Milburn Derby and road races all over the country, the Reading Standard usually takes first prize or time prize.

If You Want the Standard of Excellence, Ride a Reading Standard

RECENT DOINGS

JUNE 25TH—Elwood Watson, the Atlantic City messenger boy, who won the famous Camden-Atlantic City 60 mile road race on May 5th, won the 12-mile handicap road race at Atlantic City, N. J., on Sunday, June 23rd, from a field of 31 riders. Watson rode a Reading Standard geared to 88". Dick Stroud of Philadelphia won time prize in 31:47.

JUNE 29TH—Paced by a Reading Standard motorcycle fitted with tandem attachments and carrying two persons, Plinn Maggini on a bicycle broke the motor paced record between San Jose and Gilroy, Cal., on June 23rd. Maggini covered the distance of 30 miles in 1 hour, 2 min. The old record made a week previous by Pete Castro was 1:05:00. His brother, Livio Maggini rode the motorcycle.

READING STANDARD COMPANY,

Reading, Pa.

SURPRISES AT SALT LAKE CITY

Fred West Collects Some Coin, and DeMara and Eifler Win Amateur Events—Lawson Taken Ill.

Salt Lake City, June 26—Fred West, the former amateur who was transferred into the cash chasers' ranks this year proved last night that with more experience and a season's association with the fastest riders in America he will be as good as the best. West won his first race as a professional last night, which was quite a victory for him, in view of the fact that he had to out-ride many experienced riders to be enabled to sign a receipt for first money. McFarland, the soon-to-be-manager, rides better all the time and got one first last night, while Hardy Downing proved that he soon will be a rival to Walthour, by trouncing Samuelson and Ben Munroe in the motor paced race. Walter De Mara, the prize package from San Francisco, annexed both amateur events. The attendance was numbered at 5,500.

Kramer and Clarke had both qualified in the half mile handicap, but the long markers set such a fast pace that neither scratch man was able to close the gap, and West got home before Sax Williams. Lawson and Hollister fell in the two-mile handicap five laps from the finish, and Kramer rode himself all in pulling the back markers up to the bunch. Two laps from home McFarland went up front. Clarke tried to tack on but Hopper nosed him out, and held on for second.

Walter De Mara, the San Francisco wonder, fell early in the season and in consequence has not been able to figure in the summaries until to-night. He won both amateur events easily and hereafter will keep the bunch guessing.

Hardy Downing made the going so fast in the five mile motor paced race that Samuelson and Munroe were lost in the shuffle at the start. That Downing had plenty of speed in reserve was shown when Samuelson began to gain in the third mile. Downing called for more pace and kept the "Pride of Provo" at a respectful distance, winning ultimately by nearly a lap. The summaries:

Three-quarters mile open, amateur—First heat won by Fred E. Schnell; second, Rodney Diefenbacher; third, Hal McCormack. Time, 1:45 $\frac{3}{4}$. Second heat won by C. Morris; second, E. J. Hollister; third, H. LaBelle. Time, 1:44. Third heat won by Walter DeMara; second, Peter Giles; third, D. King. Time, 1:42 $\frac{3}{4}$. Final heat won by De Mara; second, Morris; third, Schnell; fourth, Hollister; fifth, King. Time, 1:39 $\frac{3}{4}$.

Half mile handicap, professional—First heat won by Fred West (75); second, N. C. Hopper (55); third, Saxon Williams (80); fourth, Oliver Dornon (90); fifth, A. J.

Clarke (scratch). Time, 0:53 $\frac{3}{4}$. Second heat won by J. E. Achorn (95); second, Jack Burris (105); third, F. L. Kramer (scratch); fourth, W. L. Mitten (60); fifth, C. L. Hollister (25). Time, 0:54 $\frac{3}{4}$. Final heat won by Fred West, Salt Lake City; second, Saxon Williams, Salt Lake City; third, Jack Burris, Salt Lake City; fourth, Norman C. Hopper, Minneapolis; fifth, J. E. Achorn, New York City. Time, 0:53 $\frac{3}{4}$.

Half mile handicap, amateur—Qualifants: Walter De Mara, 40; E. J. Hollister, 30; C. Morris, scratch; D. King, 55; P. Giles, scratch; P. Wright, 65; Fred E. Schnell, scratch; A. Broadbeck, 45; R. Diefenbacher, 50; and Hal McCormack, 35. Final heat won by Walter De Mara; second, Rodney Diefenbacher; third, A. Broadbeck; fourth, D. King; fifth, P. Giles. Time, 0:58 $\frac{3}{4}$.

Two mile handicap, professional—Won by Floyd McFarland, San Jose (40); second, Norman C. Hopper, Minneapolis (90); third, S. H. Wilcox, Salt Lake City (100); fourth, A. J. Clarke, Australia (scratch); fifth, J. E. Achorn, New York City (185). Time, 3:53 $\frac{1}{4}$.

Five mile, motor paced, professional—Won by Hardy K. Downing, San Jose; second, W. E. Samuelson, Salt Lake City; third, Ben Munroe, Memphis. Time, 7:15 $\frac{3}{4}$.

Salt Lake City, June 29—Kramer and Lawson divided honors last night, while Frank W. Eiffler, of New York City, distinguished himself by winning one of the amateur events, and this with only one week's training on the track. Eiffler will soon be measuring speed with the leaders, it is predicted. That Lawson is not himself by any means was proved again last night. The former world's champion was in bed several weeks last winter with ptomaine poisoning and its ravages have left their mark. Lawson won his first race of the season, in the one mile handicap, but immediately after was taken sick, and a doctor had to be called. Neither Kramer nor Clarke was in the final, no fault of Lawson's, however, as Kramer punctured and McFarland and Clarke got in a mixup, which resulted in the "Rocket's" extinguishment with a dozen broken spokes.

McFarland and Lawson used Hopper to pull them up to the long markers in the event and Hopper did the work so well, that McFarland was able to take Lawson for the final sprint, without having previously exhausted himself. Fred West caught Lawson's rear wheel and surprised several thousand spectators by beating "Long Mac" for second place. Samuelson finished fourth. The "Pride of Provo" will likely regain his popularity with the Mormon "fans" if he continues to improve as much as he has already this season. "Kid" Hanan, who has absorbed the spirit of McFarland by wanting to bet "any part of a thousand dollars," created some amusement before the race by wanting to bet Jack Neville, Kramer's trainer, a hundred dollars that "Mac and Lawson" would cor-

ral the money. The irrepressible "Kid" is a loser of a "cool" hundred as Neville doubted that Hanan could scare up a century and therefore would not bet.

Lawson was unable to start in the five mile lap race and McFarland quit after riding four miles, leaving Kramer and Clarke a clear field. Kramer won easily with Clarke in second place.

Frank Eiffler and Gustave Duester, the recent Eastern arrivals, worked to advantage in the mile handicap, Eiffler winning from the 85 yards mark. Diefenbacher won the half mile open. Samuelson beat Gus Lawson in the five mile motor race, although Lawson set the crowd on edge by riding some laps close to a mile-a-minute clip. His motor missed at the start and Samuelson was able to gain an advantage that Lawson could not overcome. The summaries follow:

Half-mile open, amateur—Qualifants: E. J. Hollister, Rodney Diefenbacher, Fred E. Schnell, D. King, A. Crebs, G. H. Robinson, Walter De Mara, Hal McCormack and P. Giles. Final heat won by Diefenbacher; second, Hollister; third, Schnell; fourth, DeMara. Time, 1:02 $\frac{3}{4}$.

One mile handicap, professional—Qualifants: W. E. Samuelson (50), Fred West (65), Iver Lawson (scratch), Ben Munroe (125), S. H. Wilcox (60), Saxon Williams (95), W. L. Mitten (90), Gus Lawson (80), F. A. McFarland (30), and N. C. Hopper (40). Final heat won by Iver Lawson, Salt Lake City; second, Fred West, Salt Lake City; third, Floyd McFarland, San Jose; fourth, W. E. Samuelson, Salt Lake City; fifth, Saxon Williams, Salt Lake City. Time, 1:53 $\frac{3}{4}$.

One mile handicap, amateur—Qualifants: Gustave Adolphus Duester (120), Frank De Frank (145), A. McMaster (140), L. Meibas (130), G. H. Robinson (45), Tommy Morgan (135), A. L. Bird (140), Mike Murphy (130), Frank W. Eiffler (85), Hal McCormack (30). Final heat won by Frank W. Eiffler; second, Tommy Morgan; third, A. L. Bird; fourth, Hal McCormack; fifth, A. McMaster. Time, 2:00.

Five mile lap, professional—Won by Frank L. Kramer, East Orange; second, A. J. Clarke, Australia; third, C. L. Hollister, Springfield, Mass.; fourth, Hardy K. Downing, San Jose; fifth, W. E. Samuelson, Salt Lake City. Time, 10:16 $\frac{3}{4}$.

Five mile motor, professional—Won by T. M. Samuelson; second, Gus Lawson. Time, 7:07 $\frac{3}{4}$.

Motorcycles, automobiles, mules, horses and base-ball players divided honors at Electric Park, Baltimore, on Monday last, 1st inst., at the annual outing of the Baltimore Elks. "Chic" Thomas, the local crack, who was on scratch had trouble in starting, but once under way, he mowed down the large field in surprising fashion. He could not overhaul Herbert Webber, from 20 yards, who won by ten yards from Matthew. Thomas got third, and W. S. Fisher fourth.

FURNISHED TWO FINE FINISHES

Long-Markers and Scratchmen in Pleasantville Road Race Give the Spectators Some Real Excitement.

H. Phillips, of Atlantic City, riding with a handicap of 3 minutes, won the 15-mile handicap road race at Pleasantville, N. J., on Thursday, 4th inst. The race was sanctioned, and about 1,500 Pleasantville and Atlantic City people saw an interesting contest. It was one of the best finishes between handicap men witnessed in South Jersey in a long time, the first six men crossing the tape so closely that a blanket could have covered them. Phillips's time was 40:05½, and John Grogan was a half length behind. Frank Hemple, James League, Isadore Phillips and William Reed finished in this order, all together.

Van Doren, the Atlantic City crack, won first time prize in 38 minutes, which considering the head wind that the riders had to plug against on the return trip and the hilly course, was very good. The record is 34:47½, held by I. Lewin, New York City.

The scratch men worked well together. They were well bunched near the finish when Stroud, of Philadelphia, jumped with Van Doren on and "Dick" Hemple trailing his team mate. About 25 yards from the tape Van Doren made his bid and went by Stroud, but Hemple was unable to come up, and got third. Mike Logue was given one minute, but was allowed to start with the scratch men. In spite of a bad knee he took his "trick" of pacing when called upon. The course was five miles out from Pleasantville, returning, then 2½ miles out and finish. The summary:

Pos.	Rider.	Hdcp.	Time.
1	H. Phillips	3:00	40:05½
2	John Grogan	2:30	39:35½
3	Frank Hemple	2:30	39:35½
4	James League	3:30	40:36
5	Isadore Phillips	3:30	40:36½
6	William Reed	3:00	40:06
7	Paul Hudson	3:30	40:37
8	Bob Roth	5:30	42:38
9	Charles Van Doren ..	Scratch	38:00
10	W. R. Stroud	Scratch	38:00½
11	Richard Hemple	Scratch	38:00
12	Mike Logue	Scratch	38:00½

Time Prize Winners

1	Charles Van Doren ..	Scratch	38:00
2	W. R. Stroud	Scratch	38:00
3	Richard Hemple	Scratch	38:00½
4	Mike Logue	Scratch	38:00½

Italian Wins a "Handicap Championship"!

Starting two hours late, the so-called 50-mile handicap road race for the "championship of the United States and Canada"—don't laugh, that's what the handicap was called—promoted by the Century Road Club Association, at Valley Stream, N. Y., July 4th, was a very tame affair, due, no doubt, to the fact that it was an outlaw promotion.

The very few spectators showed little or no enthusiasm, and of the forty odd riders who started less than half this number finished. Punctures were frequent and the roads deep in dust. The outlaw body, the misnamed "National Federation of Amateur Cyclists," attempted to get the 25 cents registration fee from those riders who had not already identified themselves with the "sorehead" movement, but it is an open secret that even those who refused to pay were made welcome and were permitted to start. An unknown, Tony La Rossa, by name, from some place in New Jersey, finished first, and L. J. Weintz won the time prize, covering the distance in 2:29:00½. With the exception of Weintz, who had an uphill struggle, the scratch men made a miserable showing. There were only four all told; one of this number punctured, two got tired and quit, leaving Weintz to finish alone. Here is the way the riders finished:

No.	Name.	Hdcp.	Net Time.
1	T. La Rossa	0:40	2:42:00
2	J. Noe	0:40	2:51:00
3	A. G. Armstrong	0:50	3:04:00
4	E. G. Grupe	0:30	2:45:30
5	Harry Early	0:30	2:45:40
6	Jos. Giordano	0:40	2:56:00
7	Wm. Schneyer	0:35	2:52:05
8	Carl Ericson	0:15	2:37:00
9	F. W. Jones	0:15	2:37:00½
10	G. Speckermann	0:15	2:37:00½
11	Peter J. Baum	0:15	2:37:00½
12	L. Kracke	0:35	3:04:00
13	L. J. Weintz	Scratch	2:29:00
14	G. C. Holzhauer	0:20	2:49:00½
15	B. Evesson	0:15	2:49:00½
15	A. E. Rhodes	0:25	2:54:30

Time prize winners:

L. J. Weintz ..	Scratch	2:29:00½
Carl Ericson ..	0:15	2:37:00
F. W. Jones ..	0:15	2:37:00½
G. Speckermann ..	0:15	2:37:00½
Peter J. Baum ..	0:15	2:37:00½
T. La Rossa ..	0:40	2:42:00
E. G. Grupe ..	0:30	2:45:30

Davidson and Turner Share Honors.

Walter Davidson, of Milwaukee, and J. A. Turner of the Chicago Motor Cycle Club, carried off all the honors at the race meet of that organization, held on the half-mile track at Crown Point, Ind., Thursday, 4th inst. Davidson and Turner each landed two firsts in fast times. Two thousand persons witnessed the races, which were run off without a hitch, the feature being a ten mile pursuit between Turner and H. Walters of the Milwaukee Motorcycle Club, which the former won in 15 minutes 30 seconds. The summaries:

One mile open—Won by Walter Davidson (Harley Davidson); second, Paul Hildebrand; third, George W. Lyons. Time, 1:34½.

Three mile open—Won by J. A. Turner (Armac); second, Walter Davidson; third, Fred Blankenheim. Time, 4:35.

Five mile open—Won by Walter Davidson; second, W. L. Walsh; third, J. A. Turner. Time, 7:32.

Ten mile pursuit between J. A. Turner, C. M. C., and H. Walters, Milwaukee M. C.—Won by Turner. Time 15:30.

THE BOEHMS WERE CONSPICUOUS

There Were Three of Them and All Captured Prizes at Baltimore Meet—Lafayettes Defeat Crescents.

Several thousand people witnessed some exciting races at the meet promoted by the Crescent Bicycle Club at the Clifton Park track, Baltimore, on July 4th. A large and varied program was presented and the entry list was large. The enthusiasm manifested by the crowd showed that bicycle racing, properly conducted, is as popular as ever. The track was in perfect condition and the only thing lacking was dressing rooms for the riders, but the Crescent Bicycle Club supplied this deficiency by erecting tents for training quarters.

The team race, the principal event of the afternoon, went to the Lafayette Wheelmen, who were victorious in most of the other events. The novice race looked practically won by Thomas W. Baker, who was leading by over 100 yards at the last lap. Baker thought it was the finish and sat up, letting all the others pass. The final went to F. Welsh. Howard L. Cole won the five mile championship of Maryland, with Edgar Boehm second. Boehm also finished first in the five mile handicap, and his brother accounted for the one mile handicap. The summaries:

One mile novice—First heat won by F. Welsh; second, A. Miller; third, A. Boehm. Time, 2:44½. Second heat won by T. W. Baker; second, T. Baker. Time, 3:13. Final heat won by F. Welsh; second, A. Boehm; third, A. Miller. Time, not stated. Unlimited team pursuit—Won by Lafayette Wheelmen (Cole, B. Boehm, E. Boehm); second Crescent Bicycle Club (Shanklin, Townsend, Martell). Distance 4 miles. Time, 11:05½.

Five mile handicap—Won by E. Boehm (scratch); second, G. E. Townson (scratch); third, Charles Reville (scratch); fourth, T. W. Baker (scratch). Time, 15:30.

One mile handicap—Won by A. Boehm; second, G. E. Townson (scratch); third, Irvin Baker (30 yards). Time, 2:36.

Five mile open, for championship of Maryland—Won by Howard L. Cole; second, Edgar Boehm; third, H. E. Boehm; fourth, G. E. Townson. Time, 14:00.

Buffalo Cracks Invade Lockport.

Ed Delling won an exciting mile open at the fair grounds track, Lockport, N. Y., on July 4th, at the bicycle and athletic meet conducted by the Lockport A. C. J. M. Tanner was second and Alfred Mercer third. Time, 2:31. The meet was attended by about 3,000 spectators, and the bicycle races attracted nearly all the Buffalo cracks. J. M. Newlands, from the 375-yard mark, won the five mile handicap. Tanner from scratch got second, and Mercer, with an allowance of 125 yards, finished third. Time, 13:07.

WALTHOUR SEES MacLEAN'S HEELS

Bostonian Rides Rings Around the Southerner and Amateur Bean Eaters Toy with Three New Yorkers.

On July 4th, Hugh MacLean, of Chelsea, Mass., gave Robert J. Walthour, of Atlanta, Ga., another trouncing at the Revere Beach saucer. After cutting out a fast pace from the start MacLean, who seems to be getting better all the time, won the 50 mile paced championship by two miles from Walthour, with Elmer J. Collins, of Lynn, third. MacLean's time for 50 miles was 1:18:58½. Walthour and Collins both had accidents to their pacing machines, but even so MacLean was riding in wonderful form. The weather was ideal, and for once "Rain-maker" Alexander MacLean, the manager, was retired to a rear seat. The bleachers and stands were comfortably filled with 6,000. Three New Yorkers, National Champion Charles A. Sherwood and Henry and William Vanden Dries, lined up against the bean eaters in the amateur events, but they returned to Manhattan empty-handed.

Twenty-three riders lined up for the ten-mile open, including the three visiting New Yorkers. A wild sprint started in the fourth mile and when the pace eased up it was found that Helander, T. and C. Connolly, Hill, Drobeck and Gurth had stolen a lap. The special mile prizes went to Henry Vanden Dries, Hill (2), Drobeck (2), T. Connolly (2), and Helander (2). There was much jockeying on the last lap, when Hill jumped out and won easily from Tom Connolly, with Cornelius Connolly third and Helander fourth.

In the inter-city team pursuit race with Sherwood, and the Vanden Dries brothers up for New York, and Hill, Helander and Tom Connolly representing Boston, the teams were even at the half mile, when Connolly took his turn. A gain was noticeable immediately. Boston steadily drew up on this opponents and at 1½ miles both Connolly and Hill overhauled the New Yorkers, winning the race for Boston.

Walthour, MacLean and Collins, got away from a flying start in the 50 mile paced championship, with Schultz pacing the former world's champion, Turville up for MacLean and Auden in front of Collins. MacLean pulled to the front at the start with Collins in second place. In the fifth mile MacLean lapped Walthour and in the 10th Collins drew up alongside Walthour and tried to lap the veteran. Then commenced one of the longest running fights ever witnessed on the Revere saucer. Time and again Collins tried to pass Walthour but was not successful. The fight lasted for five miles when Walthour began to pull away from Collins. Walthour's sprint did not last long for on the 17th mile MacLean and Collins passed the Southerner, MacLean scoring his second

lap. It took Collins seven long miles to pass Walthour and score a lap.

Collins' motor was cranky in the 20th mile, and although he made a quick change of pace it cost him the best part of a lap rear tire on Walthour's machine exploded on the 21st mile, and by the time his reserve machine had picked him up he was 2½ miles behind MacLean. Collins punctured in the 36th and lost a lap, and Walthour was again unpaced in the last five miles. Collins was nearly all in, as this was his first long race, and the distance was too great for the slender boy. MacLean finished and Walthour and Collins had to complete their distance. With three miles to go Collins punctured and not having another wheel dropped out, Walthour getting second money. The summaries.

Ten mile open, amateur—Won by Fred Hill; second, Tom Connolly; third, Cornelius Connolly; fourth, Charles Helander, Time, 26:18.

Unlimited inter-city team pursuit—Won by Boston (Hill, Helander, T. Connolly); second, New York City (Sherwood, W. Vanden Dries, H. Vanden Dries). Distance, 1½ miles. Time, 3:05½.

Fifty mile motor paced championship, professional—Won by Hugh MacLean, Chelsea; second, Robert J. Walthour, Atlanta; third, Elmer J. Collins, Lynn. Time by five miles, 7:28½, 15:00½, 22:49, 30:27½, 38:37½, 46:23½, 54:13½, 1:02:25½, 1:10:37½, 1:18:58½.

Night Riding on Tarred Roads.

One source of danger has been developed with the somewhat limited use of the oiled or tarred road surface thus far granted it, which never was cause for complaint in connection with the hated dirt road. Its very dark color renders it hard to distinguish from the bordering grass or ditch when being traversed at night, and even a good searchlight does not help matters to a great extent except when a very moderate rate of speed is maintained. The whitish appearance of the clay or macadam surface is comparatively easy to discern even on a black night. The tarred track is simply obscured by its surroundings. This difficulty should not prove a cause for legitimate complaint, however, since with rational speeds and good lights, the fault cannot be counted against it.

Irish-Americans Form a Team.

"Big Bill" Canfield and Henry Appleton will blossom out as full-fledged professional pace followers on Sunday, 21st inst., at Celtic Park, Long Island City, N. Y., at the meeting of the Kilkenny Men's Association. Canfield and Appleton will treat the crowd to a five mile match race behind motors. A three mile handicap for registered riders is also in the program in which Martin Kessler and Charles Jacobs, who have just been made the Irish-American A. C.'s bicycle team, will ride their first race in green sweaters. Kessler and Jacobs are far from being Irish, however.

CLARKE "WHOLE THING" AT OGDEN

None Other of the Cash Chasers Able to Hold Him—Honors Easy in Amateur Events.

Ogden, Utah, June 25.—Blanket finishes kept a crowd of about 2,000 in edge last night at the Glenwood saucer track, and the crowd would have been much larger but for the fact that the power which moves the streets cars failed at an important time. A. Jack Clarke, the "Kangaroo Rocket," starred in the professional class, winning both events. Honors in the "simon-pue" were evenly divided, Murphy, Robinson and King, each corraling a meal ticket.

Six amateurs started in the one mile Weber county championship, but half this number fell, leaving Murphy, King and Meyers to finish, this order being maintained. Robinson crossed the tape first in the quarter mile open, after a short sprint with Morris. Hal McCormack, the California crack, got third, Duke King won most of the lap "money" in the two mile lap handicap, besides taking the final from Giles. Fred Schnell was third and young Hollister fourth.

Clarke, West, Agraz, Munroe, Achorn, Wilcox, Hopper, Pye, and Downing qualified for the final heat of the three-quarter mile open, and Clark won from his countryman, Pye, by a narrow margin, with Downing close up for third. Clark and Hollister battled for honors in the three mile lap, the "Rocket" getting home first. The summaries:

Quarter mile open, amateur—Qualifants: Robinson, McCormack, De Mara, Morris, Giles, and Broadbeck. Final heat won by Robinson; second, Morris; third, McCormack. Time, 0:30½.

Two mile lap, handicap, amateur—Won by Duke King; second, P. Giles; third, Fred E. Schnell; fourth, E. J. Hollister. Time, not given. Lap prize, King, 12 laps.

One mile championship of Weber county, amateur—Won by Murphy; second, King; third, Meyers. Time, 2:24½.

Three-quarter mile, handicap, professional—Qualifants: Clarke, West, Agraz, Munroe, Achorn, Wilcox, Hopper, Pye, and Downing. Final heat won by A. J. Clarke, Australia; second, Ernest A. Pye, Australia; third, Hardy K. Downing, San Jose; fourth, S. R. Wilcox, Salt Lake City. Time, 1:29.

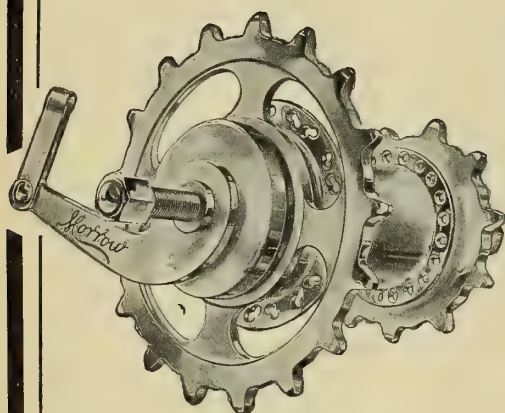
Three mile open, professional—Won by A. J. Clarke, Australia; second, C. L. Hollister, Springfield, Mass.; third, S. H. Wilcox, Salt Lake City; fourth, Ernest A. Pye, Australia. Time, 6:10.

If you are interested in Motorcycles, "Motorcycles and How to Manage Them" is the very book you need. Price, 50 cents. The Bicycling World Co., 154 Nassau St., New York.

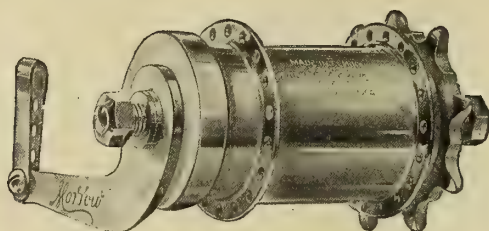
The Motorcyclist Who Knows

and the others who keep their eyes and ears open are well aware of
the great progress the

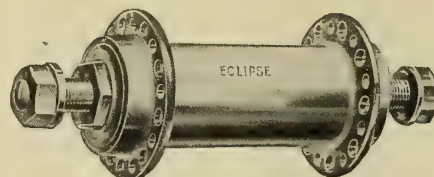
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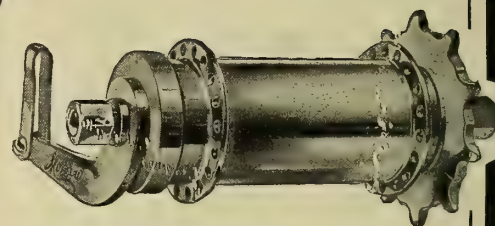
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PACE TOO FAST FOR WALTHOUR

Reappeared at Revere Beach, but MacLean
Runs Away from Him—Amateurs
Divide Honors.

Robert J. Walthour, of Atlanta, Ga., made his first appearance before an American public this season at the Revere Beach saucer, Boston, on Monday night of this week, 1st inst. Walthour plainly showed the effects of his numerous falls abroad and was beaten by Hugh MacLean, the crack Chelsea pace follower, by three eighths of a mile, in their 25-mile paced match race. MacLean gave evidence of decided improvement over the form he displayed on June 17th, and no doubt would have beaten Walthour even had he been pressed harder. A big crowd witnessed the race, which had been postponed from Saturday night on account of the rain.

Walthour and MacLean got away from a flying start from opposite sides of the track, with Schultz pacing the Southerner and Turville in front for MacLean. Both riders got away evenly and MacLean started to force the issue from the start, leading by a quarter of a lap at the ending of the first mile. MacLean made a great sprint in the fourth mile and succeeded in pulling along side Walthour, but the latter had a kick left and MacLean had to be content with trailing.

MacLean renewed the attack vigorously and in the seventh mile, after a gruelling struggle he succeeded in giving the former world's champion the go-by, Walthour losing his pace in the sprint. Walthour gave MacLean a long stern chase before the Chelsea crack could score again, but the pace told and Walthour again lost his pace, the moment's detachment costing him another lap. At 22 miles MacLean trailed Walthour one length short of a lead of $2\frac{1}{2}$ laps. In the last mile MacLean passed Walthour winning by the distance mentioned. For once in the history of Revere Beach the spectators saw a good race entirely devoid of accidents to either riders or machines.

A one-lap race for amateurs was the curtain raiser, and eleven simon pures chased each other for the lap prizes. The final sprint was won by Tom Connelly, of Everett, with 26 points, in 2:09 $\frac{3}{4}$. Fred Hill, of Watertown, was second with 20 points, and C. Connelly, of Everett, got third by winning 15 points.

Twenty riders started in the 10-mile open, with special mile prizes. Tom Connelly won the first, Brobach the second, Hill the next three, Brobach the sixth and Hill the seventh. On the eighth mile the sprinting became so fast that out of the big field of starters, C. Connelly, Hill and Brobach were the only ones left. The eighth mile went to C. Connelly and Hill took the

ninth. The last mile between the trio of leaders was a fight every inch of the way. With an eighth to go Hill jumped and made good his lead by winning three lengths from Connelly, who finished half a length in front of Brobach. The summaries:

Twenty-five mile motor paced match, professional—Won by Hugh MacLean, Chelsea, Mass.; second, R. J. Walthour, Atlanta, Ga. Time by miles, 1:30 $\frac{1}{2}$, 3:14 $\frac{1}{2}$, 4:52 $\frac{3}{4}$, 6:27 $\frac{1}{2}$, 8:7 $\frac{3}{4}$, 9:50 $\frac{1}{2}$, 11:26, 13:15 $\frac{1}{2}$, 14:53 $\frac{1}{2}$, 16:29 $\frac{1}{2}$, 17:51 $\frac{1}{2}$, 19:29 $\frac{1}{2}$, 20:51 $\frac{1}{2}$, 22:27 $\frac{1}{2}$, 23:59, 25:28 $\frac{3}{4}$, 26:58 $\frac{1}{2}$, 28:29 $\frac{3}{4}$, 30:2 $\frac{1}{2}$, 31:36 $\frac{1}{2}$, 33:1, 34:53 $\frac{1}{2}$, 36:34 $\frac{1}{2}$, 38:12 $\frac{1}{2}$, 39:42 $\frac{1}{2}$.

One mile open lap, amateur—Won by

**IF YOU ARE
A CRANK**

ABOUT THE KIND OF TAPE
YOU USE, GET IN LINE
WITH SIMILAR CRANKS
WHO USE NOTHING BUT

M. & W. TAPE

NEVER KNOWN TO DRY UP

MORGAN & WRIGHT

DETROIT

NEW YORK BRANCH: 214-216 WEST 47TH ST.

Tom Connelly, Everett; second, Fred Hill, Watertown; third, C. Connelly, Everett. Time, 2:09 $\frac{3}{4}$.

Ten mile open, amateur—Won by Fred Hill, Watertown; second, C. Connelly, Everett; third, J. Brobach, Boston. Time, 27:09 $\frac{3}{4}$.

Pot Hunters Overlooked Tuxedo Park.

For a wonder no pot-hunter's visited Tuxedo, N. Y., on the Fourth. Just why has not been explained. Two bicycle races formed an interesting feature of a long program of mixed sports but local boys won all the prizes. Jacob Jones won the half mile scratch in 1:14, with William Conklin second and Joseph Forey third. Conklin finished first in the two-mile handicap, riding from scratch. Jones was second and Forey third. Time, 6:20.

Baltimore Club with Business Manager.

The Maryland Cycle Club of Baltimore has elected the following officers: President, Louis Bottomer; secretary, Edward L. Butler; treasurer, Hiram L. Mason; assistant secretary, Jerome J. Ruediger; business manager, John Coan, and superintendent, Michael Vacari.

STRIKE AGAINST WIND SHIELDS

Pace Following Cracks Abroad Will Have
no More of Them—Nat Butler's
Opinion of Them.

Nathaniel Hawthorne Butler is one of the majority of pace followers who do not favor the monstrous pacing locomotives and windshields at present in use on German tracks. The two recent bad accidents in which Peguy, the pace maker, and Mettling, the rider, were killed, has brought a loud cry for reform. It seems that there are two ways by which high speed motor paced racing can be abolished if the promoters persist in trying to make it the attraction. One method is by police interference, but the easier solution, has been hit upon by Walthour, Darragon and Butler.

Darragon was in the race in which Mettling received the injuries that brought about his death, and from reports abroad Walthour's real reason for quitting the game in Europe is that he has enough of racing at a mile a minute clip. Walthour has sufficient income to keep him comfortable the remainder of his days, and it is little wonder that, after numerous bad falls, he decided that the game is not worth risking his life every day for.

Butler was in the race in which Peguy was killed and the accident has cured the veteran Cambridge rider. Writing from Steglitz, Germany, on June 13th, he says, referring to the terrible accident at Spandau, on June 9th:

"My motors were to the bad, and I had to ride unpaced about half the time. I am glad now that I did. We are all riding too fast. It is impossible to get tires to stand the terrific pace. After the race Sunday, I made up my mind that if they continued using windshields and big machines in Germany, I am through with the game here. Next Sunday we are going to ride without the windshields and with small machines, about the same as in Paris; it will make three or four seconds to the lap slower, but we will feel safer, anyway. If they continue using these regulations I will stay, but if they go back to the windshields, I will 'beat it' back to the only place on earth. Walthour was wise. I guess he saw something coming."

Hill Climbing Contest Postponed.

The automobile and motorcycle hill climbing contest in the Schooley mountains at German Valley, N. J., promoted by W. J. Morgan, and which was to have occurred on the 4th, did not take place. Owing to the failure of the local authorities to repair the hill, as they had agreed to do, the event was postponed. It is possible that it will be run on the 27th inst., but this has not been definitely decided.

Cyclists' Love Feast at Canarsie.

There was a love feast at Canarsie, Long Island, on July 4th, and even the setting off of giant fire crackers by several small boys did not disturb the harmony that prevailed. On that day the Century Road Club Association and the Canarsie Wheelmen joined forces and held a race meet on the track at that place. Each club had races confined to members of its organization and there were two match races between Association and Canarsie riders. The Association cracks won both, but the Canarsie Wheelmen evened up the score by defeating the Association's team in an unlimited match pursuit that lasted for $6\frac{1}{2}$ miles. Max Benjamin and M. S. Walters scored in the two handicap races for Association members, while Graf beat Eifler in the miss and out. R. A. McAvoy won the mile scratch for Canarsie members and Graf and Eifler each won a match race. The summaries:

One mile handicap for C. R. C. A. members—Won by Max Benjamin (70); second, J. Steinhäuser (120); third, H. Hink (60); fourth, M. S. Walters (70); fifth, D. D. Adey (110). Time, 2:54 $\frac{1}{2}$.

Five mile handicap for C. R. C. A. members—Won by M. S. Walters (140); second, A. J. Seldney (40); third, Max Benjamin (130); fourth, I. Lewin (50); fifth, J. Shuster (200). Time, 15:56 $\frac{1}{4}$.

Miss and Out, for C. R. C. A. members—Won by Fred C. Graf, Jr.; second, J. M.

Eifler; third, I. Lewin. Time, 4:11 $\frac{1}{2}$. Distance 11-6.

One mile scratch, for Canarsie Wheelmen—Won by R. A. McAvoy; second, A. Guyler; third, William Search. Time, not taken.

Quarter mile match between J. M. Eifler, C. R. C. A., and A. Guyler, Canarsie W.—Won by Eifler.

Half mile match between F. C. Graf, Jr., C. R. C. A., and William Search, Canarsie W.—Won by Graf.

Unlimited team match pursuit—Won by Canarsie Wheelmen (Kerns, Guyler, McAvoy, Search); second, C. R. C. A. (Hink, Card, Lewin, Schuster). Distance, $6\frac{1}{2}$ miles. Time, 19:19 $\frac{1}{2}$.

Maynard Surprises St. Louis Motorcyclists.

F. J. Maynard, riding a three-year-old R-S, surprised the talent by capturing the five miles motorcycle event run at the meet of the Automobile Dealers Association at the old Fair Grounds track, St. Louis, Mo., on the Fourth. His time was 7:25. John Hurck, 4 horsepower Indian, was second; G. R. Smith, $2\frac{1}{4}$ Racycle, third; W. Steel, $2\frac{1}{4}$ Manson, fourth, and F. J. Gardner, $3\frac{1}{2}$ F. N., fifth.

Coming from Wisconsin to Compete.

John R. Ball, secretary-treasurer of the Merkel Motor Co., Milwaukee, will make his debut as a motorcycle competitor in the F. A. M. endurance contest, July 30-31. He already has booked his entry.

Waltham Sees an Advertising Race.

The 25 mile road race promoted in the name of the defunct Waltham Autocycle Club, which was run on a five mile course near Waltham, Mass., on July 4th, was won by Guy Green, of Waltham, in 36:12 $\frac{3}{4}$. The other survivors finished in this order: C. W. Green, Waltham; C. T. Mitchell, Waltham; A. Watkins, Brockton; C. E. Ericson, Waltham; Walter Metz, Brockton; C. A. Libby, Lynn; N. P. Bartlett, Brockton; W. F. Coye, Waltham; E. G. Dow, Lynn; C. H. Metz, Brockton; E. S. Gilsian, Dorchester; C. E. Anderson, Waltham; J. T. Hubbard, Brockton. There were a number of spills, even Mitchell, who finished third, having a bad fall while leading; though badly bruised, he managed to complete the distance.

Although conducted in the name of a club which went out of existence apparently to dodge payment for prizes which it failed to deliver, the race really was an advertising scheme of a manufacturer, who expected to ride two miles a minute on a big 27 horsepower monster which he has constructed, but who did not carry out his intentions. He however, scared up most of the prizes and printed matter and for two or three weeks had one of his traveling men scouring New England for entries, a free dinner at his expense being advertised as an additional allurements. Despite the fact, his factory employees "filled in" to make a presentable entry list; some of them and most of the others were "outlaws."

Here are their names—

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Roadster
Tough Tread
Special
Thorn Proof

These are the new tires for the dealer to get acquainted with. They have the unsurpassed AJAX rubber compounding in them which has been so thoroughly tried out in the severer service of automobile use, and which gives a combination of resiliency and toughness that sets a high water mark in tire construction.

Prices on these tires are important to every dealer who sells better grade goods. Write on your business stationery.

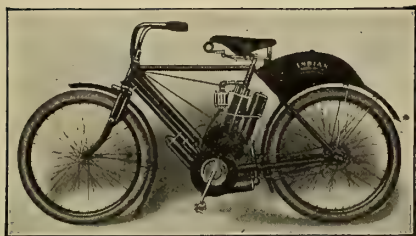
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It Pays to purchase an Indian

in the first place



It pays not merely in the matter of reliability and economy of operation, but because a safe majority of men who buy other motorcycles, usually purchase Indians in the end. Indian riders generally change from one Indian to another one. There always is a good market for a second-hand Indian. That's another of its advantages.

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New York Distributors
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37 Warren Street

Olley Breaks 1,000 Miles Record.

G. A. Olley, one of the best known long distance English riders, and who holds the Lands End-John O'Groats record, has added another notable performance to his long string. On Monday, June 17, Olley set out to break the unpaced road record for 1,000 miles. The hardy Englishman covered the distance in 4 days 9 hours 3 minutes, lowering the old record by 8 hours 57 minutes, and only missing the paced record for this distance by 3 minutes. Olley rode a specially built bicycle fitted with a two speed gear, 74 inches normal and 56 inches low, although he changed the normal gear to 80 inches while en route.

Olley started from Hitchin, 34 miles from London, at 4 p. m. Monday, and at 100 miles was so far ahead of his schedule that it was feared he might have to wait for his helpers along the road, so he spent an hour in a bath and eating fruit and cereals; Olley is a vegetarian. Just after covering 200 miles Olley met with his first puncture and although he had a dozen spare bicycles at various points along the course, none happened to be within reaching distance of Doncaster, so he lost some time in pumping his leaky tire up several times. Olley took an hour's sleep after riding 12 hours.

At 24 hours he had covered exactly 280 miles, and took a few hours' rest. He finished the 400th mile at 5.20 a. m. Wednesday morning, and at 1.45 that afternoon had covered 475 miles. At 48 hours his mileage was 497, and in a short time passed the half-way mark.

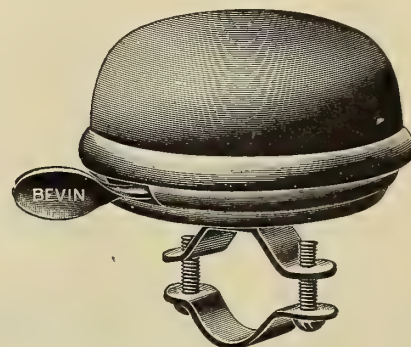
The most trying part of his ride was across the wind-swept wastes known as the "wilderness," and the record breaker had frequent recourse to his low gear.

Olley reached Stamford, 860 miles, at 11.30 Friday morning, having at that time had only three punctures. The plucky rider then decided to do without sleep for the remainder of the ride and all he had to eat was Welsh rarebits with an occasional glass of ale. He became more lively toward the end of the ride and finished the distance at 1.05 a. m., Saturday. To make sure of completing the 1,000 miles in case any of the measurements should turn out short Olley rode an extra five miles. His total time for the 1,000 miles was 4 days 9 hours 3 minutes.

Pete Castro's motor paced bicycle record from San Jose, to Gilroy, Cal., lasted just one week. Plinn Maggini is the new record holder. On Sunday, 23d ult., Maggini covered the 30-mile stretch of road in 1 hour 2 minutes, lowering Castro's record by 3 minutes. Maggini surprised the Garden City Wheelmen by his performance. He had not been riding for two years and when he announced that he would attempt to break Castro's record, many thought that he had set for himself a greater task than he could get away with. Maggini, however, rode easily all the way. He was paced by Livio Maggini and Glen Black on an R-S motorcycle fitted with tandem attachment.

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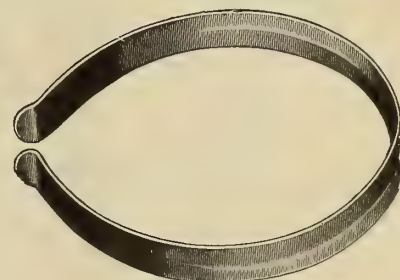
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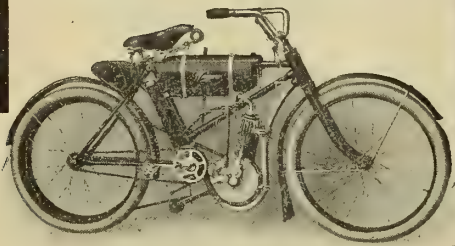
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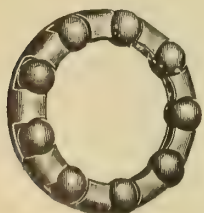
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(Brought Out in 1896)

BEST ANTI-FRICTION

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155 Spring Street, New York.

Curtiss, in Air, Misses Road Race.

For the first time in his life G. H. Curtiss permitted a motorcycle race to occur right under his very nose without being very much in it. He was so interested in literally "going up in the air" that he had small thought of such things terrestrial as a road race. Curtiss does a good business in air ship engines and outfits and for a long time has been threatening to try them on himself. He carried out his threat on June 28th. After seeing Capt. T. S. Baldwin, the veteran aeronaut, make two flights, Curtiss went up himself, and for 20 minutes looked down on all that part of creation that inhabits the vicinity of Hammondsport, N. Y. His letters since that time prove that sky-cycling is both enthusing and exciting.

The road race, ten miles, was won by C. B. Kirkham, of Bath, N. Y., riding a machine of his own manufacture, in 17:28. Kirkham had 30 minutes start on Albert Cook, scratch man, who on a 5 horsepower Curtiss passed him in the first two miles and then slipped in the mud and fell. Sylvester Carroll (2:15), 2½ horsepower Curtiss, was second in 18:35, and W. E. Damoth (2m.) 2½ horsepower Curtiss, third, and David Brandow (1:30), 5 horsepower Curtiss, fourth. A severe storm had left the roads in bad shape, so bad, indeed, that the hill climbing contest which had been programmed was declared off. A big crowd, numbering about 4,000, viewed the road race, however, and worked up considerable over it.

Salt Lake Cracks Renew Licenses.

Additional riders have been licensed by the National Cycling Association, as follows: Professional—14, Urban MacDonald; 16, Iver Lawson; 17, Fred West; 18, S. H. Wilcox; 19, Hardy K. Downing; 20, Norman C. Hopper; 21, Cyrus L. Hollister; 22, A. J. Clark; 23, E. A. Pye; 24, Saxon Williams; 25, J. E. Achorn; 26, Gus Lawson; 27, Ben Munroe; 28, Worthington Longfellow Mitten. Amateur (road racing only)—George Steinhauser, Maspeth, L. I.; Charles Flory, Job Berlenbach, Arthur Hintze; R. Carlson, George McAdam, and Charles Swords, New York City.

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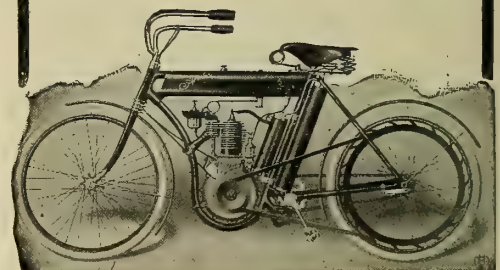
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86 Watts Street, NEW YORK CITY

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

Volume LV.

New York, U. S. A., Saturday, July 13, 1907.

No. 16

ATLANTIC CITY IS AWAKENING

**Interest in Bicycle Meeting is Developing—
Program Slightly Altered and Motor-
cycle Events Invited.**

Chairman Surre and Messrs. Walburg and Webster, of the joint committee of arrangements for the midsummer meeting of the Cycle Manufacturers Association and the Cycle Parts and Accessories Association, had another session in Atlantic City on Thursday last and as a result several slight changes in the program have been made.

Owing to conflict with the floral automobile parade which occurs on Wednesday, August 7th, the committee approved Friday, August 9th as the new date for the running of the Industrial Handicap and the Young America road race; this naturally required that the bicycle run to the scene of races be shifted from Wednesday to Friday afternoon. The committee found that since their previous conference, Atlantic City had awakened to the importance of the forthcoming meeting and road races and is now displaying real interest. Even the managers of the automobile carnival, which occurs during the same week, have had cause to sit up and take notice. They waited on the committee, and as one result, the latter will be able to supply the bicycle visitors with tickets of admission to the automobile show, which will occur on Young's Pier. The carnival managers also expressed a wish to give at least a semi-cycling flavor to the races on the beach at Ventnor on August 6th, and offered to provide cups as prizes for a couple of motorcycle events. The committee is favorable to the idea but referred the carnival management to President Betts of the Federation of American Motorcyclists for final decision. If the beach proves not too soft for the small tires of motorcycles, the events undoubtedly will be added to the program.

The big joint meeting of the C. M. A., the

C. P. A. A., and the National Bicycle Jobbers Association, on August 8th, will be held in the Shelburne Hotel, the official headquarters, as originally arranged, but the separate sessions of the three organizations, which will precede the general meeting, will occur, instead, high up in the air and well out on the ocean, that is, in the towers of Young's million dollar steel pier, which is but half a block removed from the hotel.

At his own request, F. I. Johnson was relieved of the chairmanship of the reception committee and Frank Mossberg was named in his place. F. I. Willis, of the jobbers Association, was appointed chairman of the bicycle run committee, and E. S. Fretz, of the Light Mfg. & Foundry Co., was chosen to address the joint general meeting as the representative of the bicycle manufacturers, Geo. N. Pierce being unable to attend.

Chairman Surre is anxious to impress on the chairmen of the various committees, the necessity for meeting the committee of arrangements at headquarters in the Shelburne at 4 p. m. on August 6th, in order that the various sessions of committees may be held without conflict. Mr. Surre also warns those who desire quarters in the Shelburne not to delay their reservations as the advance bookings already have very nearly filled the house. The Dennis, the Marlboro-Blenheim, the Traymore and the Chalfont are the other adjacent hotels, which also have a few rooms that have been not yet reserved. Finally, the entire committee joins in urging the intending visitors to not overlook the absolute necessity of shipping their bicycles to Atlantic City in order to participate in the run to the scene of the two big road races, which run is designed to demonstrate also that the bicycle tradesmen practice what they preach.

Three Kings Form a Company.

The King Sewing Machine and Bicycle Co., Lafayette, Ind., has been incorporated under the laws of that state, with \$5,000 capital. Charles F., Carlton L. and Albert King are named as the incorporators.

TO EDUCATE THE EASTERNERS

**Manufacturers of Racycle Plan a Novel
Campaign—Will Open Store for
Demonstrations in New York.**

While the Miami Cycle & Mfg. Co., Middletown, Ohio, never has had fault to find with its share of the business in other parts of the country, it has felt that New York and New England have not embraced the Racycle and the Racycle doctrine with fervor befitting their merits. Accordingly the company is preparing to "move on New York" in a fashion that will compel notice and spread the doctrine.

The campaign will take the form of the establishment of a show room in New York City which will have such enlightenment as its only purpose. It will be in charge of Axel Johnson, who on a Racycle started on a 3000-mile "dead-broke" trip through the South but who finished as an accredited traveling representative of the Miami company and with his name on the pay roll. He reached Middletown last week after having completed 4007 miles. The show room in New York of which he will have charge will be exactly what its term implies. It will be used wholly to display, demonstrate and exploit Racycles, and as the Miami people are possessed of some ingenious demonstrating devices, the work will not consist wholly of words but will be of ocular interest also. While designed as an indirect sales promoter, all prospective buyers developed by the show room will be turned over to the Racycle agents.

Sherman May Become Manufacturer.

George W. Sherman, than whom few men are better known, has resigned his position with the Hendee Mfg. Co. Sherman long has been possessed of ambition to manufacture motorcycles on his own account and there are stories that an opportunity of the sort finally has presented itself.

WHERE THE JOBBER STANDS

One of Them Undertakes to State Their Case—What They Contend with and How They Help Trade.

Some phases of the bicycle business there are with which the average man is entirely unacquainted, and this is particularly true of the jobbing end, since the jobber occupies an intermediary position between the manufacturer and the retail dealer and does not ordinarily thrust himself into public prominence. What some of the jobber's problems are and the methods he takes to meet them are things that are seldom given a thought by either manufacturer or the dealer, and the public is hardly aware that jobbers exist. That the jobber does have his troubles, however, and that he performs a valuable service to both dealers and manufacturers is indicated by what a man experienced in this feature of the business had to say on the subject to a Bicycling World representative.

"Maybe it seems egotistical and all that," he said, "but it is my opinion that if it were not for the jobbers a good many dealers and manufacturers would not be in business today. They would have been wiped out by financial emergencies if the jobber had not been there to lend a helping hand at the right moment. As things have worked out the last few years the jobber has had to be banker for the trade, giving long credits to small dealers with no ratings and who could not borrow a dollar at their home banks, and standing ready to buy for cash large lots of goods which the manufacturers in need of money could not wait to dispose of in the ordinary course of business. Of course, credit has not been extended where the dealers have not had the confidence of the jobber nor have goods been bought where their ultimate and profitable sale has not been fairly well assured, but without the jobber to make it his especial business to keep track of the smaller dealers and to know the market conditions well enough to warrant taking chances on relieving the manufacturers of large unsold stocks, the business would soon find itself in some pretty hard knots.

"In his relations with the smaller dealers the jobber often runs up against some pretty tough problems. Many of these dealers are men of no practical business experience except what they have gleaned in the conduct of their own shops and their ways of doing things are surprising as they are puzzling. To get a long letter, in almost undecipherable writing and the most reformed sort of spelling, in the first paragraph of which there is an order for goods, in the second a kick about some goods shipped but not ordered, in the third a complaint about a back order that was never

filled, in the fourth an addition to the order given in the first paragraph, in the fifth an order to be telephoned to somebody else in your town and the goods enclosed in your shipment, in the sixth a cancellation of an order given your salesman half an hour before the customer wrote, in the seventh a request for the extension of some notes due the next day and already deposited for collection, in the eighth a request for a full statement as to how the account stands, in the ninth a further item to be added to his order, in the tenth a request for advice as to whether a certain article would be suitable for replacing something else, in the eleventh a crude dimension drawing showing where it is proposed to use it, in the twelfth asking for full quotations on special sizes made to order, in the next a tirade on the inaccuracies of your bookkeeping department, in the next a claim for a refund of express charges on goods that were wrong, and in the balance of the letter a request for two more copies of the catalog, advice as to whether the Independent telephone people are going to get their state franchise, how much business a competitor is doing, and whether we could sell a second hand motor boat for him. And then a postscript with two more items that he had forgotten to order.

"If you think that letters like that are rare you just ought to open a jobber's mail for one day. I've talked about paragraphs but many of the letters are as innocent of paragraphs as a hen is of teeth and are not only written on both sides of the paper but are cross-written toward the end to save paper. Well now what has a jobber got to do when he gets a letter like that? In some places they have a system of taking a letter of that kind and having an expert pick out the items ordered, the complaints as to shipments, the matters that go to the bookkeeper, the requests for quotations, etc., and he dictates these separate classes to the stenographer, who writes them on separate sheets of paper so that the various departments can all be working on the thing at the same time. Otherwise it is necessary for each department to take the letter in turn, making sure by reading the whole letter through each time that they have taken care of everything that relates to their department, and carefully marking the letter in red or blue pencil to indicate just what parts of the letter has been attended to, before passing it on to the next.

"It is too much to expect, of course," he continued, "that our customers should ever make a separate letter for each different general subject, but it would be a glad day for the jobber when dealers would learn to write their complete orders for goods on separate sheets of paper from their letters because then both the letters and the orders could be attended to at the same time and the orders would be filed in the order file when filled and the letters in the letter file and not combination orders and letters in both files as is now largely the case.

"Then many dealers have poor bookkeeping systems or none at all, and make mistakes as to their accounts, often sending too much money, in which case we find it best to return the over balance by check because if we keep it on our books and tell the customer it is there he is likely to deduct that balance from every remittance he makes the whole season, causing endless argument and misunderstanding.

"A dealer will sometimes know that he returned a certain lot of goods for credit but will get mixed up as to how it is that, although he had not as yet paid for the goods returned, the amount is not deducted from later bills. We had to quit cancelling invoices on that account and now go through the elaborate process of billing the goods in the regular way, including them in the monthly statement and then giving a big, gaily colored credit certificate for the goods returned, which certificates we accept from the dealer as we would cash. Then he knows that he has received full credit for everything returned.

"One of the things that is a constant source of argument and squabbling between dealers and jobbers is the matter of tires. Lots of dealers will ask that the jobber supply them with good-looking but low-priced bicycle tires. To this end a great many jobbers get the tire factories to make up a line of cheap unguaranteed tires. When these tires are sold to the dealer it is with the distinct understanding that the tires are not guaranteed in any way, and yet when some retail purchaser comes back at a dealer because the tires go bad, the dealer almost always tries to dig the replacement out of the jobber. Some encouragement is lent to his efforts from the fact that if the tires are actually defective when delivered and before being used, we will generally replace them but this often a very fine point.

"The credit end of the jobber's business, however, is the one that makes the gray hairs come early. We have to use every possible avenue of information to learn all about the dealers to whom we sell. In the spring we virtually lend the capital for large numbers of them to do business on. By the middle of summer we have to be getting that capital back again because if the dealer does not begin to catch up by that time he hasn't much chance of doing so in the short remainder of the season. If we let an account go until fall and the setting in of the dull season there is not much hope of getting it before the next season, if at all. It is sometimes hard for a dealer to understand why we should press him so severely in the middle of summer when we have been lenient and easy during the early spring, but we know, sometimes better than the dealer himself knows, that unless he pays up when he is making his profits he will not be able to pay up at all.

"Much of what I have said does not apply at all to a class of dealers that we are tickled to get on our books—fellows who

know what business really is, take advantage of all cash discounts, order wisely and regularly and are all around good business men, running their places with substantial profit to themselves and satisfaction to everybody having dealings with them either as buyers or sellers. If things are wrong they make their complaints promptly and intelligently, and there is no reasonable concession that we will not make to them.

"When a new manufacturer comes into the market he can find no better way of introducing his device or specialty than by putting it in the hands of good jobbers in the various territories, who by reason of the effective sales organization that they have at their command and the confidence that they enjoy among the dealers, can distribute and popularize an article with a thoroughness and rapidity that the manufacturer himself could not equal even with the expenditure of enormous sums of money. The jobber's position in the trade puts on him a peculiar feeling of responsibility both for the welfare of the dealer and the business in general, and many mistakes would be avoided if the deciding voice were given to the men who by the nature of their business are able to see things from a broad viewpoint."

How to Save a Worn Exhaust Cam.

Wear on the face of the exhaust cam of a motor frequently has a great deal to do with the decrepit performance of ancient motors. When the cam has been case-hardened, the hardened skin sometimes wears away leaving only the soft metal behind, which soon is abraded sufficiently to alter the timing, as well as reducing the lift of the valve. In such cases, where a renewal is not possible, it is necessary to draw the temper from the portion which remains hard, and reduce the part to its original profile as nearly as possible, afterward rehardening it and lengthening the valve stem sufficiently so that the proper clearance will be maintained at all times, and the required lift secured.

Small Repairs that Save Tires.

Whatever may be the cost of repairing small cuts in the tread of a tire is well repaid by the added life which is gained by that means. A rough or jagged surface soon wears away, while the rubber is likely to be torn from the canvas base by the cutting action of a gravel road surface. More than that, any break in the tread which serves to admit moisture to the fabric, soon causes the latter to rot on that account. A tire which is neglected is as good as ruined.

In the Retail World.

Tonawanda, N. Y.—Herman Zebulski; fire; loss \$2,000; insured.

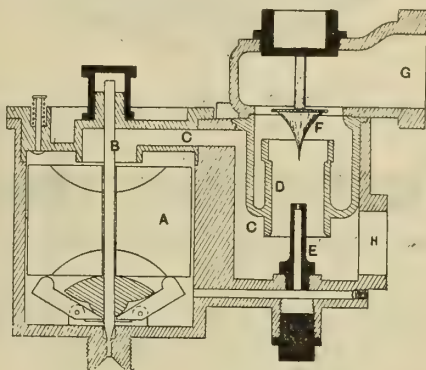
Kansas City, Mo.—Sellers Bicycle Co., succeeded by Sellers-Berry Co.

Pine Bluff, Ark.—Thompson & Starke dissolved partnership; Harry Starke retires; Carter Thompson continues.

EFFECTIVE AT LOW OR HIGH SPEED

Carburettor Which by an Equalizing Arrangement Gives a Mixture Suited to Varying Service.

A carburettor which under test conditions can be used first on a $3\frac{1}{2}$ horsepower motorcycle, then on a 12-16 horsepower car motor, and afterward on a three-cylinder car motor developing nearly double the output of the second, and yet will not simply furnish sufficient gas to drive the three motors successively, but serve them so satisfactorily that they perform as well



or even better than with their normal equipment, would appear to be a most remarkable and successful device of its class. Inconceivable though it may seem, such a performance is nevertheless credited to the Craven carburettor, which has lately been introduced abroad by a firm of British railway carriage engineers. The carburettor which developed such wonderful results had been designed especially for the motorcycle, and apparently its success is due largely if not entirely to the fact that it contains provision for equalizing the pressure between the choke tube surrounding the jet and the level of the fuel in the float chamber. Otherwise its construction is rather ordinary.

Not long since, a device was produced in England designed for attachment to any existing type of carburettor, the object of which was to equalize the pressures in the intake manifold and the float chamber, and for which most extravagant claims were made. With this possible exception, however, engine builders as a rule have arranged for an atmospheric pressure in the feed, and have striven to regulate the flow through the jet entirely by means of the choke tube and the varying velocities of the air passing through it under different working conditions in the motor. Numerous methods of compensation are extant in which either a series of jets of different size, or some method of varying the area of the orifice in the single delivery tube, are employed, but with this possible exception, methods of compensation have hitherto been confined to the regulation of the air supply.

In the Craven arrangement which appears to be unique in this respect, the bulk of the construction is perfectly ordinary, as already indicated. That is to say the float and needle valve, A and B, in the accompanying illustration, which regulate the supply to the jet, E, directly over which is the spraying cone, F, which aids in the atomizing of the fuel, are of the ordinary form. The main air intake is at H, while the passage, C, affords the equalizing effect upon which the value of the device may be supposed to rest.

The natural "level" of the fuel in the ordinary carburettor usually is adjusted to a point barely below the orifice of the spraying nozzle. On that account a very slight suction is required to lift the fuel from the jet, and the flooding of the device when the motor is at rest is prevented. Obviously, however, the varying suction in the choke tube, corresponding to the sleeve, D, in this case, must affect directly the flow through the jet so that whenever the piston speed increases the flow of fuel must also increase, unless the natural tendency is counteracted by admitting extra air at some point along the line. With this system, on the other hand, the leveling effect is entirely independent of the piston speed, and may be considered as being very nearly constant whether the motor is at rest or running at high speed. When the motor is in motion, however, the inrush of air through the choke tube, must create a partial vacuum about the orifice, wholly dependent on the speed, and therefore capable of lifting the fuel in quantities dependent on that factor, as in the ordinary instance. The difference between the atmospheric pressure on the fuel in the float chamber in the one case, and the rarified atmosphere prevailing in the second, must tend to reduce the efflux through the jet as the speed increases, thus automatically serving the requirement of a weaker mixture at high speeds.

Some idea of the really wonderful nature of the performance credited to this device may be gained from the statement that the carburettor tested was designed for the small motor, which had cylinder dimensions of approximately 2 7/32 by $3\frac{1}{8}$ inches. With the motorcycle it ran perfectly. When fitted to the 12-16 horsepower motor it not simply served its purpose, but was so successful that it enabled the motor to run even better than with its regular carburettor, and under all conditions of running observed. With the third motor, which had roughly six and one half times as much piston displacement as the first, the running was equally good as regards evenness of performance and freedom from misfiring, although the motor was found to be a trifle lacking in power. Some notion of the real significance of this result may be obtained from the statement that the diameter of the choke tube surrounding the jet was exactly 0.63 inch, while the nozzle itself was but 0.063 inch in diameter.



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Up Pike's Peak



First
Up Mount Wilson

The R-S Slogan

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To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, JULY 13, 1907.

"Enclosed is the price for another year of the interesting Bicycling World. I consider it one of the family."—J. E. Bates, Greenacres, Wash.

Vacations of the Enjoyable Sort.

There is something positively amazing in the amount of work that is gone through under the guise of play. Never is the anomaly more strongly developed than at vacation time, and never is the average man resting and recreating less as a rule than when he thinks he is farthest away from toil.

In the case of the bicycle vacationist this is especially apt to be the case. Not simply is the mistake frequently made of attempting to ride too far or too fast, thus increasing the physical exertion to a point where it ceases to be beneficial, but in an effort to accomplish a certain amount of travel in a given time, it is frequently the case with a tour that too heavy a schedule is laid down, so that to the muscular weariness is added a certain amount of worry, which is above all things the very thing to be avoided.

Perhaps the ideal thing to do at such a time is to drift along in absolute idleness,

following every inclination either to loaf or to cover ground, taking care only not to ride too far, and not to get beyond the reach of good food and a good place to sleep. Nothing can compare with the benefits and pleasures of a bicycle tour properly carried out, but its success must depend almost wholly on the spirit in which it is undertaken. The average man spends much of his time at home doing things which he does not want to do, simply because of his restless inner nature. It is in the complete reversal of affairs and abandonment of himself solely to the inclination of the moment, that the perfect recreation and rest is to be found. There is more real fun and health in a bicycle tour of 45 or 50 miles per day than in one of 75 or 80, and more of the health and pleasure in a motorcycle jaunt of 75 or 80 miles than in one of 100 or 125 miles.

Giving Meaning to Motor Ratings.

In absolutely wiping out the archaic horsepower rating as a basis for the classification of contests, the Federation of American Motorcyclists has taken a step which it is to be hoped will lead to a universal adoption of the displacement or at all events some other form of motor rating which shall be of actual significance as applied to the machine and of actual meaning to its rider. Hitherto, the novice has bought so much horsepower with so much machine, and regarded the double purchase in the light of a somewhat mysterious as well as desirable acquisition. After acquiring some little knowledge of motorcycle matters, he soon came to learn that so great a discrepancy existed between the makers' ratings of motors that "horsepower" existed merely as a sort of mild flattery with which the makers and dealers amused themselves when not otherwise occupied—and little else. Design, it transpired, was based on the dimensions of the cylinder: and the knowledge of what work any given motor would perform was not always sold with the machine.

The difficulty with this method of marking motors did not develop in its full magnitude until it was sought to set a limit of power for purposes of safe and sane competition. Then it became evident that horsepower was all wrong, that makers were prone to exaggerate it sometimes and to belittle it at others, and that the man in the street had absolutely no means of checking the truth of any assertions which might be made. For a time there was talk of a "for-

mula" which should give at least an approximation to the true horsepower. Then it came out that in itself this was hardly necessary, so long as some method of rating was provided which should furnish a reasonable method of comparison. Hence the combination of the cylinder dimensions in the displacement, which supplies a measure of the gas used per stroke, and besides being easy to understand, may be ascertained without serious difficulty by any investigator. Horsepower may mean anything, displacement means everything, and just as the man who buys a pound of nails may look at the scales and observe for himself what sort of measure he is getting, so judged by piston displacement, the man who buys a motorcycle may determine whether he is getting all his money purports to bring him. It is a scale that cannot lie.

Horsepower is positive, displacement is comparative—at least in the ordinary acceptance of the terms. But when it is considered that horsepower as commonly employed, is a term of comparison with an ancient standard no longer of value except for purposes of calculation, while displacement furnishes a direct basis of judging capacity; and that horsepower is purely nominal, while displacement is absolute and unelastic in the sense of accuracy, it appears that the relative advantages of the one and the other favor the latter rather than the former, for most purposes. Thus it appears to the F. A. M. competition committee at all events, and instead of making a classification for machines "not exceeding five horsepower," which might as well read, "not exceeding any power called five horsepower," they say, "not exceeding 61 cubic inches displacement," which means just as much as if it were "not exceeding two hundred pounds weight."

Perhaps it is too much to hope that makers and men in the trade generally will take the hint at once and abandon the old form for the new. There are reasons why the sudden change would be neither a pleasant nor an easy one. But certainly, such a change would be beneficial in more ways than one, and would redound to their credit, as well as make for general enlightenment and truthfulness. It is a valuable tell-tale for the manufacturer, too. For if, of two machines of the same measure, one falls below the other in actual performance, the maker of the latter may know that his designer or expert has fallen short somewhere.

CORRESPONDENCE

Wants Exchange of Touring Data.

Editor of the Bicycling World:

I take the liberty of suggesting that you invite contributions from your readers for publication in your paper, of routes or maps of good tours they know of for say a couple of days or two week's duration. This is something that would interest the old guard of bicycle riders even though there are but a few of us left. I myself and two friends generally go off on some bicycle trip whenever we get the chance of a few holidays together and know some very fine tours. We are always in search of new ones, however, and I think that if you started something like this it would stir up some of the old spirit of a decade ago when touring awheel was so popular.

On July 3d we took the evening boat for Catskill, arriving there early on the morning of the Fourth, ascending on the Otis elevator to the summit, we started off through the Catskills on our wheels, passing through Tannersville, Hunter, Prattsville and Gilboa, following up the Schoharie valley to Middleburgh. Thence over the ridge to the Cobleskill Creek Valley, spending the night at Cobleskill after a journey of 65 miles through the grandest of scenery.

Next morning we started early and went through Richmondville, stopping at Worcester for lunch, thence to Maryland, where a short cut over the mountain through the woods took us to Milford. From here to Cooperstown is but 8 miles and we arrived there in time for supper, spending the night there also. This is a very interesting little town located at the foot of Otsego Lake. Total mileage for the day about 40 miles, which was doing well considering the hills or "pitches" as the natives call them.

Saturday morning we took the little steamer that runs on the lake up to the northerly end where we got off and rode over to Richfield Springs, which proved such an attractive place after the hot ride that we concluded to stay there over night. Sunday morning found us on the road again bound for Utica, 35 miles away, which we reached about 1 p. m., catching the 2:38 train for New York, after covering about 150 miles for the four days, sun burned and dirty, but healthy and happy.

This is only one of the many trips we three have taken together and if there was some sort of exchange such as the columns of your paper would afford, where touring information could be "swapped," it would, I think, be appreciated and taken advantage of.

H. W. WILSON, N. Y. A. C.

(Our columns always are open for such matter provided that it is as concisely "boiled down" as has been done by Mr. Wilson in this instance.—The Editor.)

Why no Motorcycle for Wilcox.

Editor of the Bicycling World:

Glad to see you let fly in your last issue about the clutch connection on motorcycles. The lack of throw-in clutches is the great present defect of American machines and is one reason why I decided, after carefully considering the Indian, that a motorcycle is not adaptable to my case. The American manufacturers have got to come to it very soon.

JULIUS WILCOX, Brooklyn, N. Y.

When Pedaling Against the Wind.

Strong headwinds are the bane of a great many touring cyclists who have not as yet learned that there is an art in successfully pedaling against them. With a two-speed gear it is, of course, a simple matter to drop to the lower ratio so that the extra leverage solves the problem but with machines fitted with only one gear it is the rider himself who must take care of the extra effort needed to resist the wind's force. First and most important of all is the policy of not hurrying in the face of the wind. Slow, steady pedaling with plenty of anking so that there are no lapses in the application of power will accomplish wonders in making headway. As opposed to this, the violent, jerking thrust is, both ineffectual and killing. The mathematics of windage make enormous increases of power necessary for increases of speed. In going against the wind, for instance, at eight miles an hour it is necessary to apply four times the power that is required in going at four miles an hour, hence the injunction to go slowly.

Indiscretion Caused Mettling's Death.

It now transpires that Louis Mettling's death though caused as the result of a bad fall received while following motor pace in Germany, might have been averted had the young American obeyed the orders of the surgeons. A clot of blood had formed on the brain, it is stated, and that the surgeons were removing this by absorption. They expressly told Mettling that in order to save his life he would have to remain perfectly still for weeks, but according to reports from abroad, Mettling disobeyed the doctors' orders and got up out of bed to watch something that was transpiring in the street underneath his window. Later he paid a visit to the room of a friend, the exertion of which caused the clot to loosen and cause paralysis of the brain, resulting in his death. As soon as his death was known in this country, Mettling's father cabled to Germany to have the body brought to this country, but it transpires that by the time the despatch reached the other side the luckless rider had been interred.

Salt Lake City's and Ogden's messenger boys will have a road race for themselves on August 23d. The race will be from Salt Lake to Lagoon; a long string of prizes have been secured.

COMING EVENTS

July 14, Valley Stream, L. I.—Century Road race Association's 25 mile handicap road race; open.

July 21, Long Island City, N. Y.—Kilkenney A. C.'s 3 miles handicap and 5 miles motor paced match.

July 30-31, New York City—Federation of American Motorcyclists' national endurance contest, New York to Providence, R. I.; open.

Aug. 1, 2, 3, 4, Providence, R. I.—Federation of American Motorcyclists' national meet.

August 3, Boston, Mass.—League of American Wheelmen's reunion.

August 6, 7, 8, 9, Atlantic City, N. J.—Midsummer meeting of the Cycle Manufacturers' Association and Cycle Parts and Accessories Association.

August 9, Atlantic City, N. J.—25 miles Industrial Handicap, and 5 miles Young America Handicap, under auspices of the Atlantic City Wheelmen, with the patronage of the Cycle Manufacturers' Association and Cycle Parts and Accessories Association.

FOR ENTRY BLANKS
for the contests to be run during the
F. A. M. NATIONAL MEET
at Providence, R. I., Aug. 1, 2, and 3,
Under Auspices
Providence Motorcycle Club.

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B. A. Swenson,
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HILL CLIMBING CONTEST.
STRAIGHTAWAY MILE TRIALS.

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DECADE.

25-Miles Industrial Handicap, and

5-Miles Young America
Handicap,

(for boys under 15 years of age)
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Address: F. L. Valiant, 939 Eighth Avenue, New York, or Charles Van Doren, Atlantic City.

BIGGEST AND FINEST LINE OF
PRIZES EVER OFFERED.

FINE CONTEST IN PROSPECT

"Classy" Lot is Entering for F. A. M. Endurance Run—West Promises Unexpectedly Strong Representation.

Present indications make it appear that the F. A. M. national endurance contest, New York to Providence, July 30-31, will quite eclipse all its five predecessors. Interest in it is increasing each day, reports from Chicago and Milwaukee, stating that both cities will be represented by strong delegations being in the nature of a decided fillip.

J. A. Turner, of the former city, already

Wray, the "Brooklyn terror," on a Simplex, has deposited his \$5 and will undertake to prove that he can ride far as well as he rides fast. E. L. Ovington, the F. N. chief, has not yet entered, but has let it be known that he and two others on "Big Fours" will be found in the line. L. H. Guterman, captain of the newly formed Harlem Motorcycle Club, is on the list and says three others from his club will keep him company.

Harry A. Gliesman, the well known New Yorker, has also bobbed up again after absence from last year's contest and to prove that he fears no hoodoo, he has asked Mr. Wehman to reserve No. 13 for him.

As a rule the entries do not arrive in any large numbers until a day or two be-

Owing to possible delay attendant on the proceedings on the hill, Lenox, Mass., has been removed from the list of controls; instead it will figure only as a checking station; the checking will be done at Morse's Garage. The controls and control managers will be as follows: Poughkeepsie, John Van Benchoten, Van's Garage; Springfield, H. J. Wehman, Geisel's Garage; Worcester, Lincoln Holland, Main street and Allen's court; Providence (check only), Providence Motorcycle Club; Hills' Grove track, H. J. Wehman and contest committee.

According to the schedule the first four men to start from New York at 4:30 a. m. July 30, will be due in Poughkeepsie, 78.3 miles, at 9:43 a. m., and in Springfield, 200.3 miles, at 5:51 p. m. They will leave Spring-



PICTURESQUE BERKSHIRE SCENERY, ON ROUTE OF F. A. M. ENDURANCE CONTEST

had made known his intention to compete, and this week A. B. Porter of La Salle, Ill., advised Chairman Wehman that he himself, and probably three other westerners, would enter the lists, and it is not likely that J. R. Ball, the Merkel man from Milwaukee, who already is entered, will lack company from his home town. The Yale-California trio from Toledo, have booked their entries, but for the first time, Edward Buffum is not of the number. A. B. Coffman and S. J. Chubbuch are there, however, and will have as their side partner J. W. Tassell. The little man from far-off Texas, Edward Y. White, of San Antonio, has likewise paid his fee and will again try for one of the honor medals. He will, of course, use the ingenious cushion frame machine, with a Thor motor, which he originated, but unlike last year it will be fitted with belt drive and magneto ignition.

It is not only the appearance of the western riders that will make the contest more notable than usual but the fact that a number of foreign machines will, for the first time, participate. J. F. McLaughlin, A. G. Chapple, and F. A. Dalton, on N. S. U.'s are Nos. 1, 2, and 3, respectively, and are therefore due to start and finish first W. H.

fore the list closes, which in this instance, will be next Saturday, 20th inst. The number of early entries that has been made is therefore unusual, and presages a record breeding field of starters.

The amount of work necessary for a contest of this sort is prodigious, but Chairman Wehman has performed the bulk of it for so many years, that now he can almost do it blindfolded. He has every detail arranged, but his work will not end until the contest is ended. He means to "follow up" his arrangements by assisting in the sealing of the machines and the starting of the men on July 30; then he will train to Springfield to assist in checking the arrivals and in placing the machines under lock and key and the care of a watchman for the night. From Springfield he will jump to Providence to make sure that there is no slip-up at that end. Roland Douglas, chairman of the F. A. M. competition committee, who is also a member of the endurance contest committee, will with President Betts, do the judging of the hill climbing test on the westerly slope of Jacob's Ladder in the heart of the Berkshires, near Beckett, Mass., and which it transpires is locally known as Morey's hill.

field at 7 o'clock the next morning, and should reach Worcester, 252.3 miles, at 10:28 a. m., and finish at Hill's Grove track, eight miles from Providence, 305.4 miles, at 2:01 p. m. Then will follow the one pint economy test on the track which will break any tie that may exist and decide the ownership of the diamond medals.

The details of the F. A. M. national meet at Providence, under the auspices of the Providence Motorcycle Club, of which the endurance contest is really the prelude, are also well in hand. The entry blank for the track races, hill climbing contest, straight-away trials and road race, which made its appearance late last week, bears witness that in the matter of prizes the club has done better than it promised. Instead of \$600, the entry blank proves that more than \$900 will be expended for trophies, which will be of a nature and value quite unusual for motorcycle contests, at least in America. In the road race alone, 15 place prizes and three time prizes are offered, the first being worth \$100, full value. The prospect of big fields of starters as well as an unusually large general attendance bent on enjoying the good time is excellent.

VACATIONS OF THE RIGHT SORT

Dr. Conant's Breezy Idea of How to Employ the Summer Outing—Taking Pleasure as It Comes.

Probably the most discussed and vexatious problem at this season is the vacation problem and though in this connection the value of the bicycle is literally expounded every year, comparatively few people seem able to learn to apply it to that purpose or even to know how to take a decent vacation. The essence of the "real thing" in the vacation line, however, must be the feeling of absolute leisure first, and second the ability to get away from all the ties which combine to make normal life odious. In this latter requisite, the bicycle is full of purpose. An unusually clear analysis of this true vacation spirit and the simplest way of attaining the desirable end, from the poor man's standpoint, is furnished by Dr. R. W. Conant in the Independent.

"People who feel obliged to economize talk bravely of taking 'a vacation at home,'" he says. "It is a delusion; there is no such thing. For vacation means 'the act of vacating,' so the first thing to do is to vacate—to get out, somewhere, somehow—only get out.

"But how? Of the many kinds of getting out, or outing, which I have enjoyed, I will describe that which will appeal to the greatest number—the people of limited means and time. The best way for a man to obtain a maximum of outing with a minimum of expense and time is to strip off all the starched husks of civilization, slip on an old suit and 'tennis shirt,' get the old bicycle out from the store room, oil 'er up, roll a few necessities of decency into a tight bundle with a repair kit, strap it on, and then pedal off in the crisp early air of a bright morning—free as a bird to go where you will. Care will fall from your shoulders like a heavy harness—how heavy you never know till you have set your face toward the open.

"What shall be your route? Don't have any, shun it as the plague. It is the last tentacle by which the old routine devil-fish seeks to hold you—cut it out! Let the 'wanderlust' have free range—"When the old spring-fret comes o'er you, and the Red Gods call for you."

"On such a trip, of course, I never 'make records,' or cover distances—a double plague on them. All the same I know the joy to feel the flabby muscles tighten and gain tone like music cards new strung to harmony, to see thin hands grow thick and ruddy with inrushing blood—'tis 'happiness enough' just to strain them open and shut with the long lost sense of a 'husky' grip.

"If you must have some rule, take this—Go till you feel like stopping. When you are tired, stop; if you see a lovely landscape,

stop; if a squirrel tries to be sociable, stop and say 'Howdy'; if a flower smiles up at you, stop and absorb it with the sunshine and the breeze; if a brook babbles and laughs, stop and "invite your soul." Commune with all things, and above all, with your own spirit.

"But take no book or verse beneath the bough, no jug of wine, no loaf of bread, and most of all, no 'Thou'—where those things go, no real 'vacating' goes. Nature is as jealous as any of her gender, she demands complete abandon to her charms, she brooks no rivals. Read no letters and no papers, let the world of men be as it were dead.

"Meals you can pick up at farm houses for 25 cents, or a good story and welcome; bed and breakfast may be 50 cents, or even \$1 if you luxuriate at a village 'hotel.' Such appetite, such sleep, such strength! How your soul expands and your horizon broadens! With wonder you recall that poor, narrow, harried thing which was you so lately. All too soon you wake to the cruel fact that your week or fortnight is gone, you have stretched your tether to the limit and duty snaps you back remorselessly to the old gold quest. But you are stronger now and clearer-eyed. Mammon's mirages have lost their power to trick your soul, for you have seen and felt the things which are, and through them you have glimpsed eternal verities of God, which ever lie behind and in his works."

Suffolk Sidpath Commission Abolished.

It has developed that at the last session of the New York legislature the Board of Sidpath Commissioners for Suffolk County was abolished by the passage of the Lupton bill. After eight years service without pay the commissioners themselves were not sorry to be relieved; for some time they had been endeavoring to resign, but they were prevailed on to remain in office until the legislature acted. Although during 1906 but 4,746 sidpath tags were sold, as against 8,377 the previous year, of the revenue derived, \$2,373, Chairman S. A. Higbie, of West Islip, had \$680.95 on hand when the board retired. The Lupton bill places the duty of maintaining the paths on a town commissioner to be named by the town boards.

Suffolk County, it should be explained, comprises that part of Long Island quite generally frequented by the cyclists of New York City—also automobilists. The increase of the latter has made the paths welcome refuges for the cyclists during late years but they have scarcely appreciated the boon. Small effort has been made to enforce the collection of the 50 cents tax for sidpath tags and as a result it is fairly safe to say that the number of cyclists—and motorcyclists—who did not pay the tax was greater than the number who paid.

"Motorcycles and How to Manage Them." Price, 50 cents. The Bicycling World Co., 154 Nassau Street, New York City.

STRIKES OUT HORSE POWER

F. A. M. Formally Adopts Piston Displacement Limitation—Weight Limit for Championships Also Abolished.

To all intents and purposes, the term "horse power" has been eliminated from the competition rules of the Federation of American Motorcyclists. The proposal of Roland Douglas, chairman of the F. A. M. competition committee, that for the limit of 5 horse power originally fixed for machines eligible to track contests there be substituted a limit of 61 cubic inches—which has been carried by vote of his committee, practically accomplishes this purpose.

The move appears to be a big stride in the right direction and is one which the automobile engineers have been advocating and the automobile organizations have been threatening to take for some time but so far without definite result. The effect of the adoption of the new rule will put an end to guesswork and subterfuge. The F. A. M. first adopted the 5 horse power rule in order not merely to discourage "freak" machines but to add to the safety of motorcycle racing, a precaution deemed wise because of several sad accidents to both spectators and competitors on foreign tracks. When motorcycle horse power began to increase, however, the weakness of a horse power definition was made plain. Manufacturers increased the strokes and bores of their motors but despite the increase, all were careful that their catalog ratings did not exceed 5 horse power. The situation became somewhat of a joke. With piston displacement as the basis, however, there can be no deception. It is a fixed and inelastic basis readily determined. The F. A. M. limit, 61 cubic inches, which is the equivalent of 1,000 centimetres, works out roughly at about 7 horsepower.

Chairman Douglas's other motion that the weight limit of 110 pounds be abolished so far as it applies to the national championships, also has been carried and is now in effect. Mr. Douglas saw that only the man able to obtain special machines could "make that weight" nowadays and his motion was born of a desire to give the private and unimportant owner an opportunity to try for championship honors. It is probable also that that weight limit will be wiped out so far as it applies to records. It was adopted by the F. A. M. because it was the standard of the International Federation of Motorcyclists and in order that American records should be accepted without question the world over. Information from abroad states, however, that the international body has fallen apart and is, to all practical purposes as dead as a door-nail, which situation clears the atmosphere considerably.

PRIZES ARE STILL POURING IN

Trade, Deeply Interested in Atlantic City Handicaps, is Contributing Handsomely—The List and Arrangements.

It has been a great many years since the trade has permitted itself to display so much interest in road racing as has been aroused by the 25-mile Industrial Handicap and the 5-mile Young America Handicap, the two events to be held at Atlantic City on Friday, August 9th, and that will beyond question constitute a great big feature of the mid-summer meeting of the Cycle Manufacturers' Association and the Cycle Parts and Accessories Association.

While several prominent members of the trade are yet to be heard from, Chairman Persons's call for prizes has been responded to with most unusually gratifying results. At this writing no less than 558 prizes have been donated—and there are more to come. Unless more than 200 riders survive both contests it is assured that each rider will receive at least three prizes, possibly more.

The prizes thus far received are a most representative collection. They include seven bicycles, and as an evidence of the trade's interest, several of the bicycles are to be specially finished for the occasion. For instance, a cushion frame, cushion fork Yale, contributed by the Consolidated Mfg. Co., is to be full nickeled, while the National Cycle Mfg. Co., the Reading Standard Co., Arnold, Schwinn & Co., and the Emblem Mfg. Co., each is putting some extra touches on the bicycles they have donated. A Hudson racer, given by J. W. Grady & Co., and a Columbia racer, from the Pope Mfg. Co., comprise the other bicycles—and the end is not yet.

If every rider in the race doesn't get a pair of handle bar grips, it will not be the fault of C. F. Peterlin, the Grand Rapids manufacturer, who has contributed no less than 432 pairs of his best grips. And toe clips! The Theim Mfg. Co. has given 48 pairs. There are 13 pairs of handlebars from the John R. Keim Mills, and the Ideal Plating Co., and the same number pairs of pedals from the first named source, also a pair of motorcycle pedals from the Forsyth Mfg. Co.

No prizes are more eagerly sought by riders than tires and there are twelve pairs of these to be given out, Morgan & Wright leading the list with a donation of five pairs. The Continental Rubber Works Co. has sent three pairs, and there is a pair each of Hartfords, Palmers, G & J's, and Pennsylvanias.

Four prizes that are of more than ordinary interest are those donated by the Iver Johnson Arms & Cycle Works, and the Crosby Co. The former sent two breech-loading shot guns, and two pairs of the famous Fisher speed skates from the Cros-

by Co. The Mutual Rim Co. forwarded a check for which a solid gold watch charm, with "Industrial Handicap, 1907," inscribed upon it was purchased. Among the other prizes are a Morrow coaster brake and pair of hubs, a single and a two-speed Corbin, 2 Forsyth and 1 New Departure coaster brakes; a choice lot of Persons's saddles, 6 Mossberg wrenches, 1 B. & S. wrench and plier, and 2 20th Century separate generator gas lamps.

There are also several special prizes. In addition to a bicycle the winner of the Industrial Handicap will receive a silver cup donated by the Hendee Mfg. Co., and if the record of 1:03:10 is broken, Dieges & Clust will give a gold medal to the record breaker.

The Bicycling World will present yearly subscriptions to the first three men across the tape in the Industrial Handicap, and to the first and the fastest boys in the Young America Handicap, while to the winner of the latter, the Bicycling World will award also a handsome gold medal warranted to increase his chest measurement and to make him the envy of his chums for many long days.

A feature in awarding the prizes will be inaugurated, the first ten riders to finish being allowed to select from the list in this manner. The first three place winners will have the first choice, then the first time winner will be allowed to choose, followed by the next two place men, then the second time, next two place winners, third time, and so on. The remainder of the prizes will be given the riders according to value in the order that they finish. As there are more than enough prizes to go around if time prize winners win places they will be allowed two prizes.

As is already well known the races are being held under the auspices of the Atlantic City Wheelmen and with the patronage of the Cycle Manufacturers Association and the Cycle Parts and Accessories Association. Both races have been sanctioned by the National Cycling Association, and the riders in the 25-mile will have to be registered, the cost for which is 25 cents, but Chairman Kelsey, of the Board of Control, has shared the spirit of the occasion and will present complimentary cards to all starters in the Young America, which will be open only to lads under 15 years of age who have never finished first, second or third in an open road race. In the Industrial Handicap the limit will be fifteen minutes and in the Young America Handicap, five minutes, the fee in the former being \$1, and in the other 25 cents. The veteran, Will R. Pitman, has been invited to referee the Industrial, while Frank W. ("Papa") Weston has very fittingly been asked to serve in a similar capacity in the event for the rising generation. Nearly all the other officials will also be figures of national renown.

Although the course has not been selected Associate Manager Van Doren, who is ar-

ranging the Atlantic City details, is confident that he can secure permission from the freeholders to hold the race on the famous wide and level automobile boulevard, a five mile stretch, that will keep the riders in sight of the spectators practically all the time. Special policemen will guard the course at the start and finish and at the turns.

A feature that will be greatly appreciated by the riders who go from New York, Brooklyn, Jersey City, Newark and other nearby points has been arranged by Associate Manager Valiant. This will consist of a special car on the Central Railroad of New Jersey, leaving New York City at 10 a. m., Friday, the 9th, and arriving in Atlantic City at 1:10 p. m. As the car will be provided with a baggage compartment the riders need have no fear that their bicycles will be smashed by holiday makers' trunks, as frequently is the case. The company will placard the special with suitable signs advertising the race. Reservations may be made through club secretaries or by addressing F. L. Valiant, Van Dyck Studios, 939 Eighth avenue, New York City, who is also receiving the entries, which already have commenced to arrive.

How Edge Used Bicycle for Training.

Incidental to the marvelous performance of S. F. Eagle, the one time English bicycle record holder, who recently beat the world's twenty-four hour automobile record for automobiles by driving a motor car 1,581 miles and over on the new Brooklands course in that space of time, it is interesting to note the method of physical preparation gone through in which considerable use was made of the bicycle. Such was the nature of the course and the probably uniformity of running of the car, that it was easy to foresee the test would become more a matter of endurance on the part of the driver, than of chance or skill alone.

Edge knew that it would be necessary to sit in practically one position for twenty-four hours with all the faculties alert and ready for instant use, with certain muscles in constant play and others practically unused, and to maintain the driving posture in spite of the pitching of the car, and he prepared for the ordeal.

Hence instead of worrying himself with a severe course of training on the track in the car he was to use, Edge, after familiarizing himself with the course, abandoned it absolutely for several days before the ordeal, and gave himself over to systematic training. In this, he made frequent and regular use of the bicycle which, he says, he considers "an excellent means of keeping one in perfect health." Walking, gymnastics, fishing, and a certain number of hours daily of driving on the road, completed the regime.

"Motorcycles and How to Manage Them." Price, 50 cents. The Bicycling World Co., 154 Nassau Street, New York City.

ECHOES OF THE GLORIOUS FOURTH

Wiley Wins in Two Places—Stubbs the Star at Birmingham—Dewey and Berner Win Motorcycle Races.

George Wiley, the Syracuse messenger boy who does not seem to realize that he is a professional, had a pretty good day of it on the Fourth, winning first place and time prizes in a road race at Oneida, N. Y., in the morning, and first time prize in another road race at Syracuse in the afternoon. The cash-chasers' ranks have been considerably increased as the result of both races, as those who competed against Wiley will have to ride in the professional class. A dozen starters lined up for the Oneida road race on Thursday morning, the distance being about 15 miles. Wiley and Davis, both of Syracuse, were on scratch. Wiley had a hard ride as the limit men were strung out 6½ minutes in front, but he continued and won first place and first time prize in the fast time of 35:15. George Schaub finished second, Casey was third and J. Schaub fourth. Davis and Conovan had falls and finished pretty well back. There were eighteen starters in the ten-mile race from Syracuse to Fayetteville in the afternoon, and a six minute marker, Lockner, finished first. R. Smith was second and Meehan third. Wiley, the professional, covered the distance from scratch in 28:02, winning time prize. Here is the order of finish: 1, Lockner; 2, R. Smith; 3, Meehan; 4, Harry Fox; 5, W. Shields; 6, Rogers; 7, George Wiley; 8, Ladd; 9, C. Mann; 10, Beacon; 11, E. King; 12, Gannon.

Robert Stubbs made a clean sweep at the meet held by the Birmingham Motor Cycle Club at the fair grounds track, Birmingham, Ala., on July 4th. Stubbs had an easy time of it and tucked five firsts under his blouse, including the five mile championship of Alabama. He rode a Manson. In the one mile open Stubbs won an easy victory over Rodenbeck, in which Lawrence showed. Time, 1:32¾. Alford (Indian) was the runner-up in the two mile open and Rodenbeck finished third. Stubbs's time was 2:51¾. Stubbs and Alford ran first and second, respectively, in the five mile State championship, with Gufield in the running for third place. Time, 7:01¾. In the fifteen mile handicap Stubbs and Alford led the field across the tape in the same order of finish as in the preceding event, with Alford third. Time, 21:23¾. In the unlimited pursuit Stubbs mowed down the field fast and caught the last remaining rider at five miles, doing the last mile in 1:10.

Walter Berner, riding an Indian, won the ten mile motorcycle race at the state fair grounds track at Indianapolis, Ind., on the 4th. Berner finished first of a large field of starters in the fast time of 15:50,

but he really covered more than fifteen miles, as the riders had made an agreement to ride at least ten feet away from the pole. J. E. Merx, Racycle, was second in 16:28, and Virgil Nutt, Indian, finished third in 17:48. Probably the happiest person in the city after the one mile boys' bicycle race, the other attraction, was Chester Caldwell, a colored lad. Caldwell won the bicycle race and with the victory went a new bicycle. Harry Parker who finished second also got a bicycle. Frank Helvie took third and Herbert Haag was fourth.

W. E. Dewey, riding with a handicap of 2 minutes 54 seconds, won the 10-mile motorcycle handicap road race at Omaha, Neb., on the Fourth. Fourteen riders started and Dewey crossed the line first in 17 minutes 10 seconds. Walter Bell (3:20) was second and Louis Flescher, the only scratch man, mounted on a two-cylinder Indian, was third, fifty seconds behind the leader.

For Wheelmen's Day in Boston.

The League of American Wheelmen's reunion at Boston during Old Home week will be on Saturday, August 3, instead of July 29, as was first proposed. The "good old" Boston Bicycle Club has voted to co-operate with the League's committee, and has appointed Frank W. (Papa) Weston, its representative. The Newton Bicycle Club will be represented by Abbot Basset and the Massachusetts and Rovers Clubs will also be represented in the arrangements. As the uncertainty of attendance precludes any definite arrangements for dinner, which will be at the expense of the individuals, this part will be settled at the "gathering" to be held at Chestnut Hill in the afternoon. A special entertainment will be held in Popper Hall in the evening, and any League ticket, past or present, will admit to all functions, and special tickets are being gotten up for those who are not or may not have been members of the L. A. W., while a special badge also is being made for the occasion. Headquarters will be maintained at Mechanics Hall all week. George A. Perkins, Abbot Basset, William B. Everett, Quincy Kilby and Arthur W. Robinson compose the special committee that will arrange details.

Miss Twelve Becomes Mrs. Lawson.

Iver Lawson, former world's champion, will hereafter ride tandem. He has become a benedict. Some time ago the crack rider slipped away from Salt Lake City, accompanied by Miss Twelves, of Provo, without telling any of his friends about it, to a nearby town and came back Mr. and Mrs. Iver Lawson. The same elder that last year made himself famous by saying "I'll make Pye of you both," when he married the Australian rider, performed the ceremony.

"The A B C of Electricity." Price 50c. The Bicycling World Company, 154 Nassau Street, New York City. ::

AUSTRALIA CALLS FOR NEW BLOOD

Sport Handicapped by Promoters Who Undervalue Foreign Attractions—Two Big Events Scheduled.

Melbourne, June 10.—Matters so far as regards the sport, are decidedly quiet, even if they are a bit mixed. The racing on the whole last season, although the volume suffered no diminution in Victoria, at least, was dull and uneventful, due to the promoters, who decided to demonstrate that they could (not) do without some attraction in the way of fresh blood—visiting cracks. We had no oversea rider whatever, and, moreover, there was no change from the stereotyped program, which for the past twenty years has been thrust before a long suffering public. The worm has turned, for the patronage accorded the meetings were, on the whole, very disappointing, and, of course, the promoters said it was due to the decadence of cycling.

During the past two months, since the path racing season ended, practically nothing has been done except the publication of the preliminary announcement of the big road events of the season. In addition to the Dunlop road race, of 165 miles, which secured 300 entries last year, the Cycle Traders' Association of Victoria has arranged to hold a big handicap road race over a distance of 100 miles, and over a different course from that of the longer one. The traders are giving \$250 as the first prize as against \$150 in the Dunlop event, but it is certain that the latter will receive the larger entry because of the associations with it. This race will be decided in September, while the 100 miles contest is to take place early in August. In addition to these events there are the Interclub premierships, which are decided over two distances—25 and 50 miles—and which cause much interest among the road riders, as many as 500 to 700 turning out to witness the start and finish—a point 10 miles from the Melbourne general post office. In New South Wales the Continental Tire Co. have instituted a big annual road race over a distance of 125 miles, and which is well supported. In this state also (N. S. W.), the Dunlop Co. conduct what is termed a "test" race for the riders there, the winner being the duly accredited representative in the big road race from Wannambool to Melbourne, 165 miles, the course being from Goulbourne to Sydney, 132 miles.

Reverting again to path racing, the prospects of the coming season do not at all appear bright; no definite information regarding the possible visit of oversea cracks is obtainable save that none will venture here unless there is something substantial offered them, as they do not like the old arrangement.

DEVOISSOUX A WORLD'S CHAMPION

His Paris Victory Enables Him to Become a Cash Chaser—Recent Work of Americans on European Tracks.

Jean Devoissoux is the amateur sprint champion of the world. He won the title at the first day of the world's championship series held in Paris on June 30th. Because of rain the opening day's races were held in the winter track instead of on the Parc des Princes and the amateur sprint championship was the only race decided on that day.

The world's amateur championship has developed into a short cut to the professional class and with a good contract to start the honored man's bank account. Consequently Devoissoux, following the example set by Beiyon and Verri, the two previous winners, will follow the cash-chasers in the future. The heats were well contested and attracted a representative lot of sprinters, although America was not represented. England furnished the biggest lot of foreigners, and there were Danes, Belgians, Italians and Hollanders also in the running. Payne, Buck, Meredith and Crowther were the only foreigners to get placed in the preliminary heats, but they were shut out in the semi-finals. Devoissoux, Auffray and Avrillon, all of France, qualifying for the final. Devoissoux won from Auffray by a length, with Avrillon that distance behind Auffray.

"Major" Taylor defeated Vanden Born, of Belgium, in a three heat match at Brussels on June 17th. The first heat was won by the Belgian but Taylor showed superior skill and a quicker jump in the other two heats and won the match.

Menus Bedell and Arthur Vanderstuyft divided honors at Berlin on June 23d, although the Belgian got the lion's share. In the paced race Vanderstuyft won the first two heats, but the American finished first in the third and last heat. There were four other riders in the event.

Floyd Krebs has won a race. It happened at Chalon-sur-Saone, France, on Sunday, June 23. Krebs had two fast men against him, Heller of Austria and Reynolds of Ireland, in the international race besides a score of second raters. Krebs won the final heat in a great burst of speed and trounced the Austrian handily. In the second international Halligan appeared, and finished third, Reynolds winning with Pauchois second.

Ingold furnished a surprise at Erfurt, Germany, on June 23, by beating Nat Butler and Darragon. In the 30 kilometre Darragon was second and Butler third, but in the hour race the American took the place from the record holder.

Walter Bardgett suffered from local inexperience at Limoges on June 23. The

Buffalonian and Henry Mayer, the German crack, composed the talent, but in the heat Bardgett was pushed off the mark by a local trainer. Whether intentional or not the trainer held Bardgett until two local riders had got twenty yards ahead. The American went out to overtake the leaders and had just caught them when two other riders who had been sleigh riding on Bardgett's wheel passed. Bardgett had ridden all out and could not come back with a sprint. Mayer won the final heat. Bardgett had his inning in the tandem race, however, for with Mayer as mate he rode rings around the field.

"Woody" Hedspeth and Cornet divided the money and the honors in the Gold Wheel of Marseilles at that city on June 23. The first heat went 10 kilometres, and Hedspeth won easily from Cornet, with Quessard tagging on behind. The negro rode a good race in the second heat but was beaten by a narrow margin by Cornet.

With three of the best cracks of three countries lined up in the final heat the Grand Criterium International at the Buffalo track, Paris, on June 20th, proved a race worth witnessing. Rutt, Mayer, Jacquelin, Poulain, "Major" Taylor and Friol qualified in the trial heats and Hourlier and Floyd Krebs, who won from Bardgett by inches, got in through the repechage. The three semi-final heats eliminated all but Taylor, America; Mayer, Germany, and Friol, France. The Frenchman proved his superiority by reaching the tape a length in front of Taylor, who in turn, beat Mayer by half a length.

America was represented in the annual Poule des Champions, held at the Buffalo track, Paris, on June 27th, by "Major" Taylor, but the negro was not fast enough to beat the French champion, Friol, and therefore only got third in the final classification of points. The race was run in six heats at 800 metres each and in the first Friol won from Vanden Born, Belgium, by half a wheel. "Major" Taylor and Jacquelin, France, battled in the second heat and the American negro crossed the tape half a length to the advantage. In the next heat Taylor was beaten by Vanden Born, while Friol trounced Jacquelin in the fourth heat. Vanden Born triumphed over Jacquelin in their race and Taylor was defeated by Friol in the last race. Friol won with 3 points, Vanden Born was second with 4 points, Taylor had 5 points and Jacquelin 6.

It has remained for a French amateur, Berthet by name, to wipe out the long standing world's unpaced record for one hour. The old record was 25 miles 969 yards and was set up by Petit-Breton on August 24th, 1905. At the Buffalo track, Paris, on June 21st, Berthet decided to turn professional if he could wipe out Breton's figures. As the young Frenchman succeeded, covering 25 miles and 1598 yards in the hour, he was handsomely rewarded by the track owners and is, therefore, a cash chaser.

SIXTEEN RIDERS REACHED OAKLAND

But Reports of Los Angeles Motorcycle Club's Endurance Contest Are too Much Mixed to be Intelligible.

Reports from San Francisco concerning the Los Angeles Motorcycle Club's endurance contest are so conflicting that the exact status of those who made the 500 miles run from Los Angeles to Oakland (opposite San Francisco), is difficult to determine. The Bicycling World's correspondent failed to make his report and telegraphic efforts to clear up the doubts have proved unavailing.

It is known that 11 of the 22 starters reached Oakland on the evening of July 3d, as per schedule, four days out from Oakland, and that five others arrived the following day. One report says 11 of them had perfect scores, a second report says 12 and still another one intimated that the penalties of a number of tardy ones had been or would be remitted, some of them because they had been delayed in taking care of C. F. Dunham (Indian), who on the fourth day had a fall which rendered him unconscious for seven hours.

The riders who reached Oakland are: W. G. Collins, Peugeot; J. H. Shaefer, Reading Standard; E. C. Kehl, Racycle; C. E. Johnson, Indian; C. W. Risdén, two-cylinder Indian; O. D. Stanton, Navajo; J. F. Cooper, Reading Standard; J. Fink, Wagner; C. M. Frink, Wagner; H. E. Canfield, Indian; A. Raeker, Wagner; V. Hubelin, Indian; L. A. Hoskins, Yale; A. T. Werner, Reading Standard; F. B. Benkert, Indian; A. Avis, Reading Standard.

Hoskins, Werner, Benkert, Avis and Hubelin were those who arrived a day late; Hoskins at least being one of those who remained with the injured man and he, it is known, was awarded a perfect score because of the fact. V. P. Beattie (Indian), and H. White (Indian), were disqualified for being towed. But the exact order of finish or the scores of the survivors are not made plain, in fact, there were two more survivors than were credited with reaching the first night's control.

The trip was a hard, rough one and so far as known, Risdén alone undertook the return journey to Los Angeles which would entitle him to a 1,000 point medal, the return being optional with the contestants. Those who decided to retire at Oakland were to receive only 500 point medals.

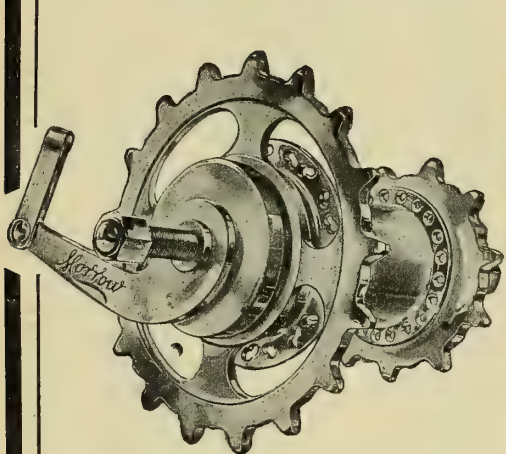
Mrs. Bryan Still a Wheelwoman.

Mrs. William Jennings Bryan, whose husband has been in the political spot light for many years, is one of many well known women who has never forsworn her bicycle. The wife of the free silver expounder believes cycling offers one of the finest forms of recreation for women ever devised.

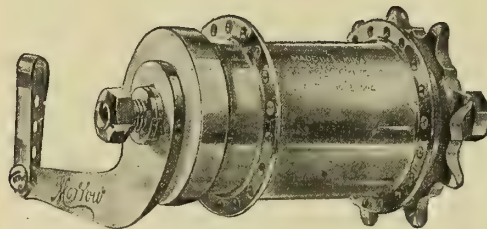
The Motorcyclist Who Knows

and the others who keep their eyes and ears open are well aware of
the great progress the

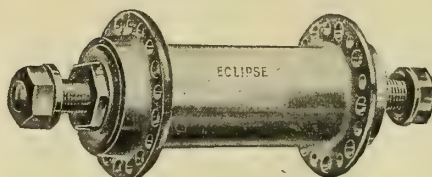
Morrow Coaster Brake



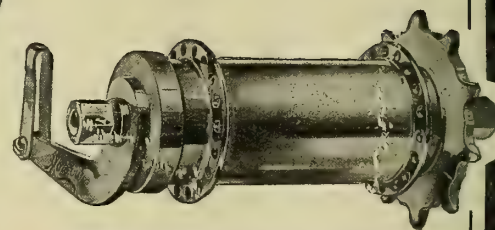
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Given their Choice

there would be precious few motorcyclists who would not select the Morrow. It is possible to get it by refusing to take No for an answer.

Eclipse Machine Company, ELMIRA
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KRAMER BREAKS A WORLD'S RECORD

**Wins ¾-Mile Handicap at Salt Lake City
in 1:21—McFarland Defeats Pye in an
Exciting Pursuit Race.**

Salt Lake City, July 6.—National Champion Frank L. Kramer added to his laurels and scored the second record of the year at the Salt Palace saucer track last night by breaking the three-quarter mile record in 1 minute 21 seconds. To accomplish the feat Kramer had to sprint for six laps. The old record was 1:21½, made by Iver Lawson last summer. Lawson defeated Kramer for the first time in an open race and Gus Lawson broke the track record for motors, covering five miles in 6:03¾.

Pye, Hollister, Mitten, Gus Lawson, Burris, Munroe, Williams, Wilcox, Samuelson and Kramer had qualified in the trial heats of the three-quarter-mile handicap and the long markers gave the champion a very hard ride. Kramer was alone on scratch and had to sprint six laps before he could get within striking distance of the long-markers. At that time, on the bell lap it looked very much like Kramer could not get around but the curly headed Orangeman's grit landed him a winner and a world's record holder. Hollister finished second, Gus Lawson third, Samuelson fourth and Pye fifth.

With Burris and Munroe setting the pace, Lawson, Kramer, McFarland, Hopper, Downing, Hollister, and Samuelson lined up for the final of the mile open. Kramer got away bad and trailed the bunch, but later got up in the middle. Three laps from home the field bunched, with McFarland in front, with Lawson on. Kramer could not get around to challenge Lawson, but fought against Downing for second place, but the San Jose prune picker got the money. The time was 1:54, the fastest scratch race of the year.

Gus Lawson won a sensational motor race, starting from scratch, having allowed Samuelson two laps and Redman four laps in the five miles. Lawson did not get his machine moving at the start, but after that fairly flew around the wooden bowl, and at the end of three miles and a half had gained four laps on Redman and two on Samuelson. Lawson then slowed the pace and coasted across the tape in 6:03¾, the fastest time ever made on the saucer.

Walter DeMara, of San Francisco, and Hal McCormack, of San Jose, starred among the simon-pures, DeMara winning the three-quarter mile open from McCormack, while the latter took the mile handicap from his fellow Stateman. The summaries:

Three-quarter mile open, amateur—Qualifants: Walter DeMara, Hal McCormack, Tommy Morgan, A. L. Bird, Albert Crebs, Frank W. Eifler, H. LaBelle, Philip Wright, E. J. Hollister, and Tailor. Final heat won

by DeMara; second, McCormack; third, Hollister; fourth, Wright. Time, 1:40.

Three-quarter mile handicap, professional—Qualifants: Gus Lawson (105), Jack Burris (115), C. L. Hollister (50), E. A. Pye (45), W. L. Mitten (85), Saxon Williams (80), W. E. Samuelson (35), S. H. Wilcox (55), F. L. Kramer (scratch), and Ben Munroe (110). Final heat won by Frank L. Kramer, East Orange; second, C. L. Hollister, Springfield, Mass.; third, Gus Lawson, Buffalo; fourth, W. E. Samuelson, Salt Lake City; fifth, E. A. Pye, Australia. Time, 1:21 (world's record).

One mile handicap, amateur—Qualifants: Walter DeMara (scratch), A. McMaster



NEW YORK BRANCH: 214-216 WEST 47TH ST.

(130), A. L. Bird (135), P. Wright (45), Gus Duester (80), Tailor (135), F. DeFrank (140), H. LaBelle (100), Fred E. Schnell (scratch), and Hal McCormack (65). Final heat won by McCormack; second, DeMara; third, McMaster; fourth, DeFrank; fifth, Wright. Time, 1:57½.

One mile open, professional—Qualifants: Lawson, Hollister, Hopper, Downing, Pye, Kramer, Samuelson and McFarland. Final heat won by Iver Lawson, Salt Lake City; second, H. K. Downing, San Jose; third, Frank L. Kramer, East Orange; fourth, Floyd A. McFarland, San Jose; fifth, N. C. Hopper, Minneapolis. Time, 1:54.

Five mile motor handicap, professional—Won by Gus Lawson (scratch); second, T. M. Samuelson (2 laps); third, Iver Redman (3 laps). Time, 6:03¾ (State record).

Salt Lake City, July 5.—Oliver Dorlon of Sheepshead Bay, New York, who with Ed Root as partner won the six day race in 1904, won his first race after an absence of two years from the track last night. The handicapper was kind to the New Yorker in the half mile handicap and placed him next to the limit. The erstwhile miner will have to ride from a better mark next time for he made good by running away from the field

and winning with yards to spare. Dorlon has plenty of speed and with some training will no doubt show heels to many of the local cracks. The meet was the best of the season and Kramer further solidified himself with the public by winning up hill lap race with the field working against him. Iver Lawson made good his debut as a pace follower by breaking the mile state record in a trial against time. Approximately 5,000 persons saw the races.

The first real competition developed in the three mile lap, in which there were more combinations than have shown at any other time this season. McFarland clearly demonstrated that for headwork he has them all beat to a standstill. A combination would start from the rear of the bunch and would burn up the track in front for a few laps, only to look back and find McFarland sleigh riding and taking things easily. Several runaways were attempted but all proved futile. In the last mile Clarke, who was pulling Kramer, was bumped into by McFarland and the result was the same as would occur should a ten story building topple over on a hencoop. The little "Rocket" hit the boards and was of no more use to Kramer. The champion was left alone in the middle of a big bunch of combinations but he gritted his teeth, jumped and got a lead on McFarland, who was pulling Lawson, and was never headed. Lawson got second by a close margin over Hopper, with "Long Mac" sitting up for fourth money.

Iver Lawson, paced by his brother, made his debut as a pace follower in a mile trial against time. He started slowly but finished very fast, and as a result Hardy Downing's State record of 1:24½ went by the boards. Lawson covered the eight laps in 1:23.

Walter DeMara won the half mile open for amateurs, with Hollister, McCormack and Crebs taking the other positions in the order named. Wright, from a long mark, captured the two mile handicap, with LaBelle second, and Frank W. Eifler, of New York City, third. The summaries:

Half-mile, amateur—Qualifants: DeMara, Morgan, Crebs, Schnell, Wright, Hollister and LaBelle. Final heat won by DeMara; second, Hollister; third, McCormack; fourth, Crebs. Time, 1:02¾.

Half-mile handicap, professional—Qualifants: Dorlon (90), Williams (70), Mitten (60), Downing (45), Hopper (55), Munroe (90), Burris (100), Hollister (40), W. E. Pye (45), and Samuelson (30). Final heat won by Oliver Dorlon, New York City; second, N. C. Hopper, Minneapolis; third, Ben Munroe, Memphis; fourth, C. L. Hollister, Springfield, Mass.; fifth, Sax Williams, Salt Lake City. Time, 0:54.

Two mile lap handicap, amateur—Won by Phil Wright (155); second, H. LaBelle (155); third, Frank W. Eifler (70); fourth, Fred Schnell (scratch); fifth, Walter DeMara (scratch). Time, 3:59½.

Three mile open lap, professional—Won

by Frank L. Kramer, East Orange; second, Iver Lawson, Salt Lake City; third, Norman C. Hopper, Minneapolis; fourth, Floyd A. McFarland, San Jose; fifth, Hardy K. Downing, San Jose. Time, 6:05.

One mile invitation, professional—Won by W. E. Samuelson, Salt Lake City; second, S. H. Wilcox, Salt Lake City; third, Hardy K. Downing, San Jose; fourth, Ben Munroe, Memphis; fifth Saxon Williams, Salt Lake City. Time, 2:19½.

One mile motor paced, against time—By Iver Lawson. Time, 1:23 (State record).

Salt Lake City, July 3.—Cheered by 5,000 of the most enthusiastic spectators, Floyd A. McFarland, of San Jose, defeated Ernest A. Pye, of Australia, last night, in an unlimited match pursuit, after riding 4 miles 5 laps 192 yards in the fast time of 10:06. McFarland won this race, as he does most of his races, through headwork. Pye thought to catch McFarland by sprinting at the start and although he gained a good advantage, McFarland did not let him get too close and began to unwind a steady grind that wore Pye out. At the end of the fourth mile McFarland began to gain steadily, and when the spectators saw that it was only a matter of a few seconds before the Australian would be overhauled the crowd rose to its feet and gave the old campaigner a round of applause that lasted long after the men had gone to their dressing rooms. Both men were exhausted after the long

ride, but Pye suffered most, fainting after reaching his room.

The two mile lap handicap resulted in a runaway for the limit men. Lawson, Kramer and Clark started from scratch and they went after the long markers as fast as they could pedal. By swapping pace they reached the middle markers but by that time Dorlon, Williams and Mitten had gained a lap. After a wild sprint Dorlon lost the lap he had gained but Mitten and Williams held the sprinters and the latter won the race from Mitten. Fred West surprised the crowd again by beating little Clark for third place among the lapped riders.

Kramer had an easy time of the half mile open, winning by many lengths. Lawson made a bad start and was kept away from the pole and quit disgusted. Hopper beat Downing for place and West got fourth. Schnell won the unlimited pursuit after riding 2 miles 3 laps 55 yards. The summaries:

Quarter mile open, amateur—Qualifants: Robinson, Mayer, Schnell, DeMara, Giles, Morgan, Crebs and Wright. Final heat won by Walter DeMara; second, P. Giles; third, Ed Mayer; fourth, George Robinson; fifth, A. Crebs. Time, 0:31½.

Half mile open, professional—Qualifants: Iver Lawson, Hopper, Downing, Wilcox, Clarke, West, Kramer, and Munroe. Final heat won by Frank L. Kramer; East Orange; second, Norman C. Hopper, Minneapolis;

olis; third, Hardy K. Downing, San Jose; fourth, Fred West, Salt Lake City; fifth, Ben Munroe, Memphis. Time, 0:59.

Unlimited pursuit, amateur—Qualifants: Holister, Schnell, Wright, Duester, Giles, Mayer, DeMara, and Morgan. Final heat won by Schnell; second, Giles; third, DeMara; fourth, Morgan. Time, 5:21½. Distance, 2 miles 3 laps 55 yards.

Two mile lap handicap, professional—Won by Saxon Williams, Salt Lake City, (165); second, W. L. Mitten, Davenport (160); third, Fred West, Salt Lake City (95); fourth, A. C. Clarke, Australia (scratch); fifth, W. E. Samuelson, Salt Lake City (80). Time, 3:48½.

Unlimited match pursuit, professional—Won by Floyd A. McFarland, San Jose; second, Ernest A. Pye, Australia. Time, 10:06. Distance, 4 miles 5 laps 192 yards.

Long Lost "Speed Demon" Reappears.

A very old and long lost friend has bobbed up once more and in such a remote corner of the earth this time, as to indicate that it must have been traveling most of the time since last heard of. It is the unicycle. Its most recent "inventor" is one Henry Tolcher, of Pretoria, who is an employee of the Central African Railway. Henry has been working on his single wheeled wonder for some little time, and has at length completed it. He claims it will cover between 30 and 40 miles an hour on level ground.

"Words of Others Tell the Story"



The Dealer.

"I enclose check for \$2 in payment of my subscription for the *Bicycling World* for 1907. The dealer without the weekly visit of that excellent publication must feel like a hermit."—J. R. Vosburgh, Johnstown, N. Y.

The Cyclist.

"Please renew my subscription for the *Bicycling World*. Enclosed is the price. It's the best money I ever spent. The *Bicycling World* is worth all the praise anyone can give it."—Ralph Derbyshire, Fall River, Mass.



The Motorcyclist.

"I take a number of motorcycle publications, both foreign and domestic, but for practical information and real worth the *Bicycling World* has them all beaten to a standstill."—Clyde M. Clough, Davenport, Iowa.



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"Kangaroo Rocket" Wins at Ogden.

Ogden, June 31.—A. J. Clarke, the "Kangaroo Rocket," again demonstrated his fitness to the title by winning both the open professional events at the Glenwood saucer track last night and coming within a few seconds of cracking the records in each race. A crowd of several thousand applauded the close finishes.

The best race of the night was the half mile open, in which Clarke, Downing, Wilcox, Samuelson, Hollister, Hopper, West, Pye qualified. The final was a scrimmage from the crack of the starter's gun and Clarke beat Hollister by a close margin across the tape. Wilcox was third and Hopper fourth.

Ollie Dorlon and Sax Williams gathered in most of the lap money in the two mile event. The final went to Clarke, with Downing second, Samuelson third, and Hopper fourth.

T. M. Samuelson and E. Heagren ran a close motor race for 5 miles, the first named winning by only half a length. Ed Mayer defeated DeMara for first place in the three mile lap for "simon pures," and Schnell finished ahead in the unlimited pursuit after riding 2 miles 1½ laps. The summaries:

Half mile open, professional—Qualifants: Clarke, West, Downing, Wilcox, Samuelson, Hollister, Hopper, West and Pye. Final heat won by A. J. Clarke, Australia; second, C. L. Hollister, Springfield, Mass.; third, S. H. Wilcox, Salt Lake City; fourth, N. C. Hopper, Minneapolis. Time, 0:57¾.

Two mile lap, handicap, professional—Won by A. J. Clarke, Australia (scratch); second, Hardy Downing, San Jose (25); third, W. E. Samuelson, Salt Lake City (scratch); fourth, N. C. Hopper, Minneapolis (35). Time, 3:54½.

Five mile motor, professional—Won by T. M. Samuelson; second, E. B. Heagren. Time, 6:54¾.

Three mile lap, amateur—Won by Ed Mayer; second, Walter DeMara; third, Fred Schnell; fourth, Rodney Diefenbacher. Time, 6:11.

Unlimited pursuit, amateur—Won by Fred Schnell; second, Walter DeMara; third, Diefenbacher; fourth, Giles. Time, 4:57. Distance, 2 miles 1½ laps.

Riders and Trainers Receive Licenses.

The following licenses have been issued to riders and trainers by the National Cycling Association: Professional — Emil Agraz and Jack Burris. Professional trainers, E. Broadbeck, G. Surteese and E. Price. Amateur, (track and road), Edward Berghoff, Joseph Anthony, E. J. Hollister, A. Broadbeck, George Robinson, Fred E. Schnell, P. Wright, Albert Crebs and A. L. Bird. Amateur (road racing only), Harry Collins, F. Hewitt, D. J. McIntyre, John S. Roth, Charles Capello, Charles O'Donnell, Ed Dean, Paul Hudson, H. Young, Robert Roth and W. Matthews.

WHY

IS IT

THAT

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Per Cent.

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of this Country

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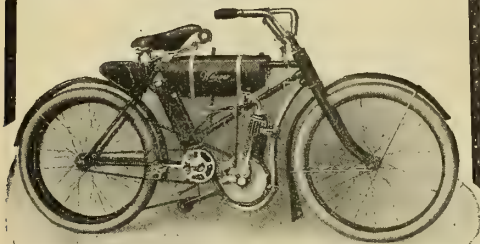
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Outlaws Were the "Other Fellows."

A slip of the pen last week made it appear that the Century Road Club Association had promoted the outlaw handicap race at Valley Stream, L. I., on July 4. This was far from being the case, as the association was the first organization to join the N. C. A., and of course is one of its most loyal supporters. The Century Road Club of America promoted the outlaw affair, and did not hesitate to term it a championship, although no one else ever heard of handicaps being allotted in a titular event.

Where Opening Mufflers Means Arrest.

So great a nuisance has become the open muffler habit among the motorcyclists of Colorado Springs that the chief of police, W. S. Reynolds, has ordered his men to arrest all riders who indulge in the foolish practice. To make matters more certain, he has ordered that arrests be made on "first offense," and will see to it that riders so arrested are deprived of their licenses.

The Week's Patent.

857,091. Wheel for Cycles, Motor Cars, Carriages, and Other Vehicles. John N. B. Moore, Ipswich, England. Filed Dec. 21, 1905. Serial No. 292,854.

Claim.—1. The improved wheel for cycles, motor carriages and other vehicles constructed with two flat rings parallel to each other and having their parallel ends formed to receive blocks, metal bridge pieces being fitted between the blocks and attached to the rings by lugs fitting into notches and screws, spokes attached at one end to the bridge pieces and at the other end to the hub of the wheel with the intervention of the couplings, the inner pneumatic tire supported upon the circular rim and pressing upon the inner concave shaped parts of the blocks, substantially as described and shown in the drawings.

HARLEY-DAVIDSON MOTORCYCLE

A Winner Wherever it Appears.

Some of its July 4th Records.

Detroit—25 mile race—1st, 2d, and 3d.

Detroit—10 miles—1st and 2d.

Chicago—1 mile open, 1st and 2d.

Chicago—5 mile open, 1st.

Chicago—1 mile heat, ½ mile track record, Single Cylinder 1:26½.

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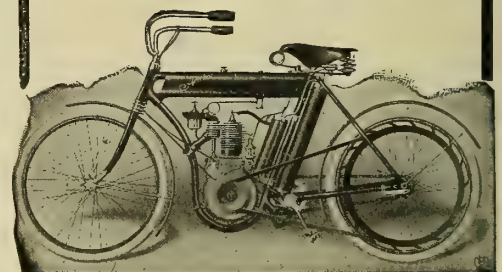
has the arched truss. Everything else about it just as perfect.

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SIMPLY PERFECT.

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If you have not placed your order, do so at once, so as not to be disappointed when riding season opens.

Power, Comfort, Reliability,
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THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

Volume LV.

New York, U. S. A., Saturday, July 20, 1907.

No. 17

DENVER THE BEST BICYCLE CITY

Other Bright Spots on the Western Map—
Observations of a Traveler
from the East.

After having had opportunities for observation in all parts of the country, W. M. Inge, who has just returned from a two months campaign in the interests of the Bicycling World in the territory west of Chicago, gives it as his opinion that Denver, Col., is easily the best "bicycle city" in the United States, with Los Angeles, Cal., in second place.

In Denver, Inge states that there are no signs that cycling ever suffered a set-back. Everybody appears to ride, the number of wheelwomen in daily evidence being sufficient to cause the man from the East to rub his eyes. There are about 80 bicycle stores and repair shops in Denver. Motorcycles are increasing, but in proportion to population, Colorado Springs is a better motorcycle town. The latter place is strong on bicycles also, which is true of Pueblo, where, however, motorcycles are few and far between.

Los Angeles is the best motorcycle town, in the West, at least, and bicycles likewise are very numerous, San Jose being the runner-up in respect to both forms of cycle. Oakland proved a good community for bicycles, but is rather lukewarm in respect to motors, while San Francisco appeared to be rather indifferent to both machines. The city has far from recovered from the disaster of 18 months ago, the streets still being torn up and in such a condition generally as to hinder rather than help the cycling interests.

Salt Lake City, which, because of the existence of the saucer track and the sustained enthusiasm over cycle racing, might be expected to be one of the banner cities, proved rather disappointing. Many bicycles are in

use, but nothing like the number fancy had pictured, while motorcycles are just a little more abundant than hen's teeth.

In the West, the open muffler nuisance is even worse than in the East.

Mr. Inge's travels resulted in a marked lengthening of the Bicycling World's western subscription list. Practically all of the leading dealers in the many cities visited were already on the list and the others required little more than the invitation to do so, to enroll themselves.

Excelsior to Market a Motorcycle.

What has been known to "insiders" for several months is now public property—that the Excelsior Supply Co., Chicago, is about ready to enter the motorcycle trade. For the better part of a year the Excelsior people have been developing their model which is now so well advanced that it probably will make its appearance on the market next month. The Excelsior Company is the largest and best known bicycle supply house in the West and has the means and equipment and acquaintance to cut a very large figure in the motorcycle business once it is fairly started in that field.

Fisk Branch in New Building.

The Fisk Rubber Co.'s New York branch has taken possession of the new building at 1725 Broadway, which was specially designed and built for its occupancy. It comprises two stories and a basement and included in its equipment is a vulcanizing plant which is claimed to be the most complete one ever instituted outside of a factory.

In the Retail World.

Grand Forks, N. D.—Summers & Fiers, new firm.

Goshen, Ind.—Fred Waterson, discontinued business.

Elwood, Ind.—F. A. Jacks, filed petition in bankruptcy. Liabilities \$1,500; assets, \$450.

BOTH SHOWS WANT MOTORCYCLES

Promoters of Grand Central Palace Exhibition Offer Special Section, Too—
Shake-up in Dates.

Like the promoters of the Madison Square Garden automobile show, the Automobile Club of America under whose auspices the exhibitions in the Grand Central Palace, New York, are conducted, will make an active bid for the patronage of the motorcycle manufacturers. Like their rivals, the A. C. A. is ready to establish a "motorcycle section," if those concerned desire one established.

The rivalry between these two shows has led to a great shake-up of dates. On the last occasion the Palace function occurred in December and the Garden event in January. Then the latter was advanced so that it will occur November 2-9 next. Last week the automobile club "got busy" and "jumped" the "other fellows" by selecting October 24-31 as the week for the Palace fixture. Accordingly those who engage space at both shows will have practically two successive weeks of exhibiting, which may prove too much of a good thing and cause some exhibitors to content themselves with one show.

Increase of 200 Per Cent.

"We are highly elated over the business we have done this season," is the report from the Armac Motor Co., Chicago. "It has exceeded our most sanguine expectations, being fully 200 per cent. greater than for the corresponding period of last year."

Kavanagh Joins Fisk Staff.

J. B. Kavanagh has been appointed manager of the Fisk Rubber Co.'s Cleveland branch. Previously he filled a similar role for the Hartford Rubber Works Co., in the same city.

SOLDERS IN ONE OPERATION

Paste That Prepares the Surfaces for Itself—Needs Only a Candle's Heat—Locks Nuts Securely.

According to the Scientific American, a new method of soldering has been brought out by a German company at Bonn, which is claimed to be far superior to the present method, especially since it combines the cleaning of the surfaces to be joined, and the application of the solder itself in a single operation. The new substance on which the process is founded consists of a paste, made of a consistency to suit the requirements of any particular case, and suitable for direct application without any previous treatment of the parts to be joined. The paste is spread upon the surface, which is afterward heated with the iron or with a flame, even a common candle affording sufficient heat for light work, as it is claimed.

The solder is made by mingling lead and tin in the form of a fine powder, obtained by a patent process, with chloride of zinc, or some other flux, as the case may be, the resulting mass being made more or less fluid by the addition of glycerine or vaseline. Consistence is insured by adding cellulose, which has the property of burning without residue. When applied to the surface and heated, the metal melts first, and appears in the form of very small globules in the flux. The presence of the latter protects the metals from oxidation, and prepares the surface to be joined, allowing the solder to run into the interstices and form a complete and uniform junction.

Proportions varying from 20 to 100 per cent. of tin are used under different circumstances, the qualities of the final product varying from one which can be applied with a brush, to one which is nearly solid. The compound is said to be more expensive than ordinary solder and flux, but not so much so as would be the case were there a waste. As it is, none of the compound is lost, the flux being in just the proper proportion and the solder uniformly distributed, and not in excess of the amount needed.

Incidentally a proposed novel use for the new method, is that of fixing nuts upon bolts. Some of the thin compound is brushed over the bolt before the nut is applied, and it is then screwed into place. Afterward it is heated and the solder sets, fixing it so securely that, as is claimed, the bolt may be twisted off before the joint will yield. When it is desired to remove the nut, however, it is only necessary to heat it once more and release it completely, when it may be removed without difficulty.

On its face, this appears to be the long-sought solution of the lock-nut problem..

Of course it is possible to solder a nut in place even with the usual materials, though the process is hardly practicable ordinarily.

Using Cam Lifter as Fulcrum.

In case it becomes necessary to remove a stuck valve, care should be exercised not to exert pressure on the cam lifter, even though it forms a most convenient fulcrum upon which to rest the end of a lever in prying up the offending part. Under such circumstances, the chances are pretty good that the guide sleeve in which the lifter rides will be put out of business before the valve stem is started, and the original trouble will still remain. When it is impossible to remove the stuck part in any other way it is best to sacrifice it at once and saw the stem off close to the guide in the cylinder. Afterward, a punch may be used to drive up the remaining portion with little risk of damaging any other part.

Misuse of the Coaster Brake.

"Some riders have been known to boast that they seldom throttle their engines or retard the spark, but regulate the speed of their motorcycle with the Morrow brake," remarks the printed tag which accompanies each of those useful devices. "This is a compliment to us, but unreasonable treatment for the coaster. The Morrow can stand this strain months longer than any other coaster made, on account of its very large braking surface, but we do not recommend the practice. The motorcycle novice is liable to unconsciously push back on his pedals against the pull of the engine. This puts the coaster brake with small friction surface out of commission quickly. A word to the wise is sufficient."

How to Avoid Slackness of Parts.

It is a wise plan to draw up the studs or nuts holding down the cylinders of the motor from time to time, as well as to adjust similarly those which hold the power plant to the frame. Even so slight an amount of play as may be permitted by a half turn of slackness in one of these adjustments, may be sufficient to put a tremendous and wholly unnecessary strain on the parts, especially when the slackness is local and exists only in one or two points in the system. Lost motion between stationary parts may be quite as injurious as that between those which move. It is not so much the possible play as the concentration of an enormous load on the remaining fastenings, which is to be guarded against.

One Cause of Unequal Power.

Unequal power developed by the cylinders of a twin motor, although commonly traceable to the ignition system first of all, and the valves second, may be due to a far simpler cause. In the event of two mufflers being employed, a very small amount of dirt clogging the outlet of one may be sufficient to choke it to a surprising degree.

EXTEMPORIZING A TAPER PIN

How an Ingenious Rider Met an Emergency—Details of an Operation Possible for Other Riders.

A short time ago the exhaust cam was found to be badly worn and as a new one could be procured easily it was purchased. As there was no taper hole through it for the pin to secure it to its shaft, it became necessary to lay off and drill the cam so as to give the same position as the old one. As there was no taper reamer available the holes were carefully drilled slightly smaller, allowing some stock to be taken out with a file to line up the holes and give a proper taper.

The cam was placed on its shaft in the correct position, and held in the vise in such a way that it could not move while the taper hole, which was less than 3-16 inch at its large end, was filed out true with the hole in the shaft. The shaft being hardened greatly facilitated this operation, care being exercised to get the hole in the cam as round as possible and in line with the hole in the shaft. A piece of round 3-16 inch Novo steel, long enough to be held in the hand; was then filed taper on one end as near as possible to the size of the taper hole in the cam and shaft, and was finished to a perfect fit in the hole by grinding with emery and oil, the steel rod being rotated in the hole by the aid of a carpenter's brace. The fitted taper pin was now nicked on both sides with a file and broken off, driven in the hole and the ends filed flush with the surface of the cam.

In explanation of "Novo" steel I might say that it is one of the new cutting steels which will stand very high speed when made into metal cutting tools, and it is also very close grained and tough, but can be filed easily and makes a good pin or key without hardening.

After placing the new cam in the motor with the new pin properly driven in place and checking up the motion of the valve, and finding everything correct, the taper pin was then driven out and the cam case-hardened by "soaking" in red hot cyanide of potassium for half an hour and plunging into cold water.

Although this method of fitting a taper pin may not be new to the "old hands," it may help some motorist who is caught with a broken or lost taper pin, far away from machine tools and shops, and the "know how" to make one and get a good fit is worth a "whole lot." NICK.

"The A B C of Electricity" will aid you in understanding many things about motors that may now seem hard of understanding. Price, 50 cents. The Bicycling World Co., 154 Nassau Street, New York City. †

SIMPLE WAY TO DETERMINE GRADE

Only a Pocket Rule, a Stick and a Board
Required—A Little Arithmetic
Does the Rest.

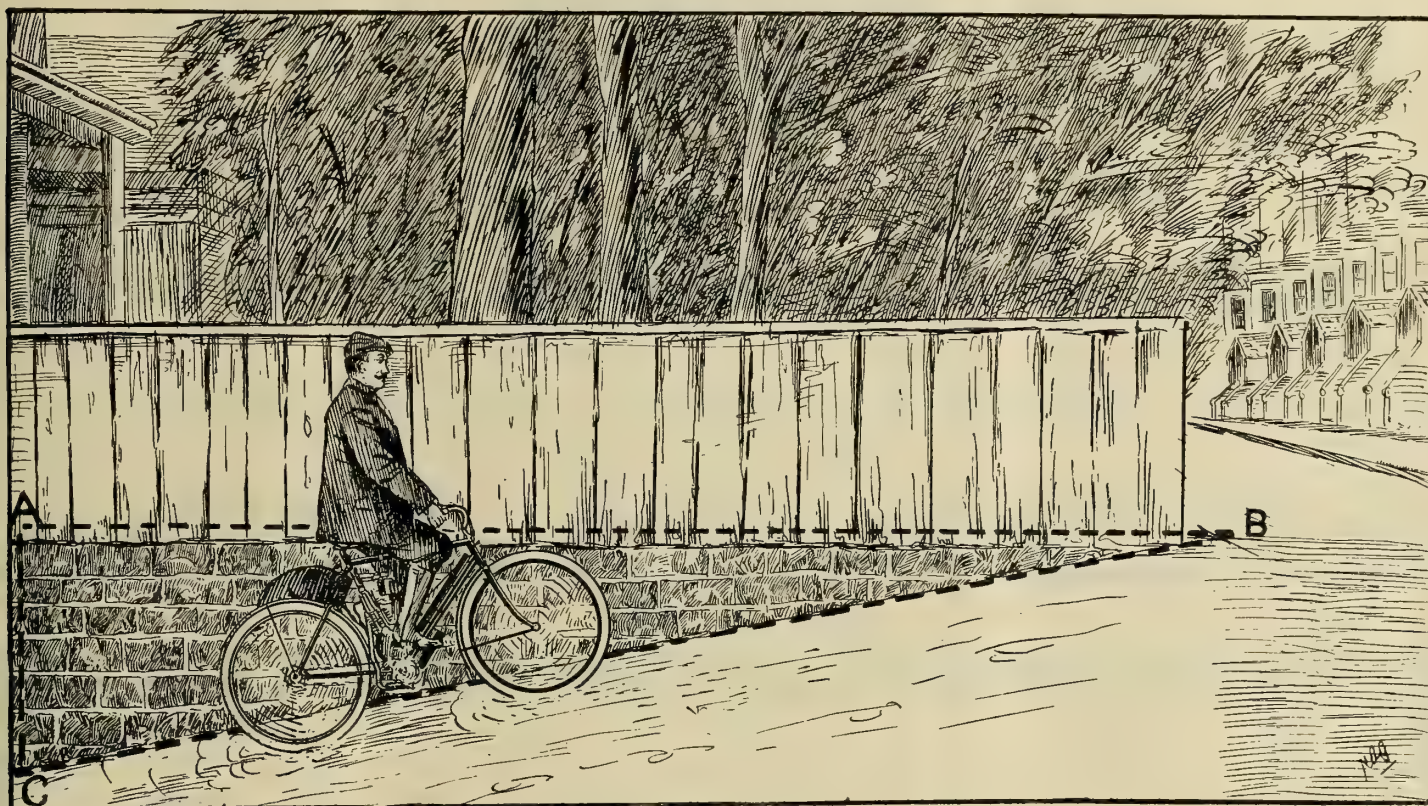
As every hill constitutes a more or less encouraging basis for controversy as to its pitch, and as all cyclists, and particularly those who champion the motorcycle are always ready for the hill argument, whether

attached to the handlebars readily enough, more prevalent, no such difficulty would arise. Even without the aid of the convenient little indicator, however, it is comparatively a simple matter to determine the actual grade of any hill by direct measurement and simple arithmetic, and without the aid of any rarer or more costly instrument that the simple two-foot rule.

In the first place, the common error that the percentage of the grade is the same as the angle of its profile, must be eliminated.

server sights along its upper edge, until the line of sight strikes the point marked at the opposite end of the ground line. Holding it thus firmly, the distance between the top of the board and the ground may be measured, when the percentage of gradient may be determined by dividing the height by the length of the ground line, and multiplying the quotient by 100

The same process may be applied to a drawing or photograph, where the point of view is such as to furnish a clear profile



by word of mouth or by deed of mount, it is something more than strange that the subject of grades, and especially the simple knowledge of how to obtain the percentage rating by which they are known, is one upon which information is so lacking. Thanks to three or four years of hard experience on hills of all sorts and the enlightenment which they have brought, 20 and 30 and even 40 per cent. grades no longer are referred to with the reckless abandon with which they used to be discussed as many years ago. Still it is not difficult to find, even yet, men who will boast of climbing 20 per cent. grades without pedal assistance, or who declare with perfect gravity they have contrived to mount hills which, judging by the grades they mention, must be almost too steep to hold sand.

This arises from a natural inclination to exaggerate, from a failure to appreciate the value of the grade through lack of experience, or through a misunderstanding as to what really is meant by the percentage of a grade. In any case, were the practice of carrying gradometers, such as may be

The 45 per cent. grade does not represent an angle of 45 degrees with the level, but one of a hair less than $26\frac{3}{4}$ degrees, while a grade which actually forms a 45-degree angle with the level, is properly one of 70 per cent. according to the common rating, and represents the almost impossible rise of 1 in 1.42. As a matter of fact, the 30 per cent. grade, representing a rise of 1 in 3.33, and an angle with the horizontal of $17\frac{1}{2}$ degrees, is about as steep a pitch as may be found on the worst of roads. In any case, per cent. signifies the number of feet of rise in 100 feet of travel.

The method of finding the designation of any grade is simple enough when the relation is clearly understood. All that is necessary is to measure off a convenient distance along the surface of the hill, marking the uphill point in such a way that it can be seen clearly from the other end of the measured stretch, and to plant a stick at the other end, taking care to set it vertically by means of an improvised plumb line. A piece of board which is sawn off perfectly square may then be planted against the stick and moved up or down while the ob-

of the hill. Thus, in the accompanying illustration, which shows a motorcycle ascending the famous Church street hill in Hartford, Conn., the triangle ABC, showing the horizontal, vertical and ground lines, furnishes a plain basis for computing the grade with a fair degree of accuracy. By applying a ruler to the picture, it is found that the distance AB scales $1\frac{1}{4}$ inches, while CB is roughly $6\frac{3}{8}$ inches in length. Then $AC \div CB = 1\frac{1}{4} \div 6\frac{3}{8} =$ ratio of gradient. Or,

$$\frac{1.25}{6.375} \times 100 = 19.6\%$$

Actual measurement of the slope by this and other means has shown that the grade varies from 25 per cent. at the steepest part, to something like 20 per cent. at the top where the picture shows it.

The gradometer furnishes the simplest means of finding the slope of any hill, and the surveyor's transit the most elaborate and accurate. The method here given, however, is close enough for most purposes.



First

Up Pike's Peak



First

Up Mount Wilson

The R-S Slogan

"Built and Tested in the Mountains"
is full of meaning.

It means the power and ability to show the way up such long, steep, dizzy heights as Pike's Peak in Colorado, and Mt. Wilson in California. The R-S went up the latter mountain in 61 minutes; the only automobile that succeeded required three hours. The ascents were not promoted or prompted by ourselves and were made by private owners using stock models—the same kind you get for your money.

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Reading, Pa.

☐ It is better to buy "the best" tire and pay slightly more for it, than to purchase a "cheap" tire and repent later. "The Best" is the most economical in the long run.

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To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, JULY 20, 1907.

To Keep the Mufflers Closed.

Those motorcyclists who "like the noise" finally are about to receive what long has been coming to them, in the State of Connecticut, at least. Without "ifs" or "ands" the new law which will become fully effective September 1st, expressly and specifically forbids the operation of motorcycles with mufflers open; the penalty for violation of this requirement is a fine not exceeding \$100 or 30 days imprisonment, or both.

Aware that the nuisance could not much longer escape the attention of the authorities and that restrictive legislation was inevitable, the Federation of American Motorcyclists has sought to have enacted provisions that would give the considerate rider a chance and permit of the use of open mufflers when such use often is necessary, i. e., on steep hills and heavy roads. But even in Connecticut, where the F. A. M. had friends at court, as the nominal fees and tags imposed attest, the subject was handled without gloves and no loophole remains.

It is possible, of course, that the law will not be very rigidly enforced, but the possibility of arrest always will exist and in

event of accident, an open muffler will be such clear-cut evidence of wilful violation, that whether he be the injured or the injuring party, the motorcyclist practically will have no standing in court. This is a phase of violations of laws which escapes many men who rather pride themselves on dodging the fees and tags and other requirements which a State may impose.

With the increase of motorcycles, the noise nuisance has become worse. Within another twelve-month it will have become intolerable and the repressive wave set in motion by Connecticut will be certain to gather strength and to carry with it more restrictive measures in all parts of the country. Every effort to induce motorcyclists to see the folly of their ways and to have more regard for the public and for their more considerate fellows has met with indifferent success. The noise has continued to increase and may yet reach the proportions of a national nuisance. This irrational use of the muffler is past understanding. Some riders frankly admit that they "like the noise"; others offer a variety of lame excuses. There are men who plume themselves for not offending city ears who "open wide" the moment they reach the country, where the chance of frightening horses and causing accident is much greater. But whatever the individual attitude or the individual excuse, the anti-noise crusade has fairly begun and unless motorcyclists generally realize the needlessness, heedlessness and enormity of their offense, they may as well prepare to pay the cost.

Differences in Men and Mounts.

For the cyclist who rides for pleasure alone it is a great mistake to take the advice of others as to roads and methods of riding, that is to say, except in the most general way. In the first place, the bicycle is so very adjustable in every way that it partakes very closely of the nature of its rider—"gets to look more or less like him." in other words. So that just as no man can wear another's clothes and enjoy them, so no man can ride a bicycle which is fitted to another—and profit much by the exercise. Similarly no two men fit the same road in the same way. No two men habitually ride at the same rate of speed, no two men climb hills alike, no two men coast alike. When riding in company, several bicyclists are apt to humor one another to a certain extent, somewhat unconsciously, so that the natural differences between their

methods are not always apparent, but when riding alone the differences are brought out in the distances covered, and the degree of weariness exhibited at the end of the run. On this account each rider must work out when accepting advice from others as to roads and distances, he should bear in mind not fit his case at all.

The "Shake-down" in Massachusetts.

Motorists, particularly those who use motor cars, always have been shining marks for legislative "shake-downs" and "squeezes." Not only have they been required to pay for what long had been supposed was an inherited right—the right to the free use of the common roads, but since it has been discovered that automobiles are injuring the macadam, the disposition to "squeeze" harder has become manifest in more than one direction.

So far as motorcycles are concerned, their interests generally have been well safeguarded in the new legislation that has been enacted, merely nominal fees being the rule. Massachusetts is about the only State in which this is not the case and there the situation is such that it is possible that the legality of the "shake-down" may be put to the test. The executive committee of the F. A. M. is now considering a proposal of the sort.

The real extent of the "shake-down" is not generally realized. As it stands, the Massachusetts man who became possessed of a motorcyclist during, say, the current month, paid to the Commonwealth \$2 for a license to use it, and \$2 additional for its registration. He naturally supposed that the payments would free him from further taxation for at least a year, but the legislature finding that the State "needs the money," has decreed that he shall disgorge \$2 more on August 1st, and a similar sum on January 1st next. Thus, within a period of six months he will have paid \$8 into the coffers of the Commonwealth. During the same period the automobilist similarly situated will be required to pay \$14. It is estimated that this "shake-down" will net the State about \$200,000 in "easy money."

The whole proceeding is so suggestive, that it will be well worth while for someone to discover whether a State has any legal or moral right to impose duplicate and extortionate taxation within a calendar year. While the "what's-the-use" spirit undoubtedly prevails in the Bay State, the principle involved should be worth fighting for.

CONTEST PROVED TO BE A TOUR

Los Angeles "Endurancers" Had Time for Picnicking and Sight Seeing—Five Get "Perfect Scores."

While full particulars of the Los Angeles Motorcycle Club's endurance run from Los Angeles to San Francisco and return are still unobtainable, enough has been gathered to make plain that the event was very much more of a 1,000 miles tour than it was a real contest. The rules were delightfully elastic and the schedule and time limits were as broad as the days were long.

Of the twenty-two riders who left Los Angeles June 30, seventeen finally reached San Francisco July 3-4, eleven of them being credited with perfect scores. After three days spent in San Francisco, the seventeen headed for home and reached San Jose, 50 miles, early that forenoon, 7th inst.; the remainder of the day was spent in "picnicking" at a pleasure resort. Santa Cruz was the destination the next day, which also was devoted largely to sightseeing. The travel on the 9th was almost endurance run-like, six riders completing 160 miles and putting up at Santa Maria. C. W. Risden, riding a two-cylinder Indian, was bowled out during the day by running over the edge of a plank which flew up and striking his engine put it out of commission. What became of the other ten starters is wrapped in mystery. They seem to have dropped off the earth during the day.

On the fourth day out the fortunate six dawdled along to the tune of 90 miles and slept that night in Santa Barbara, which point they did not leave until the following afternoon, when they rode on the beach to Ventura. Los Angeles was reached the following evening, 13th, "twenty-four hours ahead of their schedule," as the report expresses it; they had taken seven days to complete the five hundred and odd miles. The six riders in question were J. H. Shafer (R-S), E. C. Kehl (Racyle), L. A. Hoskins (Yale), A. Racker (Wagner), C. M. Frink (Wagner), and G. Fink (Wagner). They finished in pairs in that order, about one hour separating each pair. At the time it was naively stated that "two or three others may come in later as the time limit does not expire until 6 o'clock on the 15th."

Of the six who are known to have completed the round trip of 1,000 miles, the Los Angeles chronicler says:

"Five can claim perfect scores. Owing to the breaking off of the muffler, the Yale machine will lose 200 points, Mr. Hoskins having made the run from Paso Robles to Oakland without a muffler, being penalized ten points for each town he passed through without this sound reducer. Except for this one accident all six machines would have returned home with the full 1,000 points with which they left."

But just how contestants can finish an hour apart and 24 hours ahead of a schedule and yet any or all of them obtain perfect scores, is something that will nonplus men familiar with the rigorous endurance contests in the East, where every minute too late or too early means a loss of points. The situation recalls a previous endurance contest on the coast in which the riders came in sight of a control and becoming hungry or tiring of waiting for schedule time to elapse, they moved into the control in a body and demanded that each and all of them be penalized equally. Instead, the officials credited all of them with what were termed "perfect scores."

FOR THE YOUNG AMERICA HANDICAP.



Fas simile of the solid gold medal to be presented by the Bicycling World to the winner of the boys' road race at the Atlantic City carnival.

Date Fixed for Famous Function.

The "good old" Boston Bicycle Club's famous "Wheel About the Hub," will be started this year on September 13th. As, under the revised constitution, the National Assembly of the L. A. W. for the first time will occur in Boston, September 12th, it is expected that the double attraction will add to the attendance at both functions. The subscription for the W. A. T. H. is \$8, which will pay for everything.

Motor Bicycles for State Police.

The roads, bridges and rivers committee of the Connecticut legislature has favorably reported a bill increasing the State police force from ten to twenty men to better assist the enforcement of the automobile law. The bill also provides for the equipment of the men with motor bicycles.

COMING EVENTS

Valley Stream, L. I.—Empire City Wheelmen ten mile road race (outlaw auspices).

July 30-31, New York City—Federation of American Motorcyclists' national endurance contest, New York to Providence, R. I.; open.

Aug. 1, 2, 3, 4, Providence, R. I.—Federation of American Motorcyclists' national meet.

August 3, Boston, Mass.—League of American Wheelmen's reunion.

August 6, 7, 8, 9, Atlantic City, N. J.—Midsummer meeting of the Cycle Manufacturers' Association and Cycle Parts and Accessories Association.

August 9, Atlantic City, N. J.—25 miles Industrial Handicap, and 5 miles Young America Handicap, under auspices of the Atlantic City Wheelmen, with the patronage of the Cycle Manufacturers' Association and Cycle Parts and Accessories Association.

(Cards similar to the following and applying only to racing events, will be inserted at \$1 per inch, per issue.)

FOR ENTRY BLANKS
for the contests to be run during the
F. A. M. NATIONAL MEET
at Providence, R. I., Aug. 1, 2, and 3,
Under Auspices
Providence Motorcycle Club.

Address

B. A. Swenson,
185 Prairie Ave., Providence.

TWO AFTERNOONS OF TRACK
RACING.
20 MILES ROAD RACE.
HILL CLIMBING CONTEST.
STRAIGHTAWAY MILE TRIALS.

For information regarding hotels or
other subjects, address,

W. L. Medhurst,
1 Greenwich St., Providence.

BIGGEST ROAD EVENTS IN A DECADE.

25-Miles Industrial Handicap, and
5-Miles Young America Handicap,
(for boys under 15 years of age)
at Atlantic City, N. J., Aug. 9th.

FOR ENTRY BLANKS

Address: F. L. Valiant, 939 Eighth Avenue, New York, or Charles Van Doren, Atlantic City.

BIGGEST AND FINEST LINE OF
PRIZES EVER OFFERED.

WALTHOUR REGAINS HIS STRIDE

Twice Finishes in Front at Revere Beach and in Fast Time—Connolly Takes the Amateur Events.

Having on previous occasions at Revere Beach been given unwelcome opportunities to take a view from the back of how Hugh MacLean looks going at speed, it was a pleasant change for "Bobby" Walthour, of Atlanta, to win both the 5-mile and the 15-mile motor paced events which were on the program last Saturday night, the 13th inst. MacLean did not head the former world's champion during the whole evening. In fact MacLean was not on the track at all, and Walthour was able to taste victory for the first time since his return from across the Atlantic.

Between 5,000 and 6,000 people filled the stands at the Revere saucer and the enthusiasm was 100 per cent. The chief numbers on the card were the 5-mile, 10-mile and 15-mile motor paced races, which were separated by amateur contests in between, so that the program looked like layer cake.

For the 5-mile Walthour drew the pole and Turville supplied his pace. Jimmy Moran and Elmer Collins were the only two other contestants, the latter getting the outside and being paced by Ruden, while Moran was up behind Schultz. At the crack of the gun Walthour jumped three lengths to the front, but Moran soon began to execute a threatening crawl-up which looked good. He was soon right beside Walthour but at the end of six laps something went wrong with his outfit and it was up to Collins to do the disputing for first place. Collins applied himself to the task faithfully but was the pardon that came too late. The time was 7:17½, an average of a fraction over 1:27½ for each of the five miles and the fastest traveling that the Revere track has felt for a long time.

When the time came for the 10-mile event Moran was at the pole and he did what Walthour had done before, taking a runaway leap that put him half a lap in advance before the other two woke up. Walthour and Collins held a little social by themselves on the opposite side of the track until Moran wanted to join them again by catching up with them at the back. In the scramble Collin's motor went bad and Walthour wore himself out in the rush to make up distance. Moran finished two laps ahead, in 14:48½. The rooters went into spasms in the ovation which followed.

The 15-mile was looked to as a chance for Collins to make a showing, but the Lynn youngster had a puncture in the 13th mile which put an end to the brilliant contest he was giving the veteran Atlantan. By a sprint at the start Walthour took the pole away from Collins which made the latter so mad that he had more spirit than

usual for the fight for first place. Walthour could not lose him and had to bend to it like fury at times to stave off the younger rider's rushes. With two miles more to go, Collins's tire flattened out and Walthour went after Moran to get the full lap on him, as the latter had been unable to get in the fight and was pretty well back. At this point he began to unwind a reserve of speedy pedal work and instead of Walthour catching him he almost caught Walthour at the finish line. This feature of the race brought the crowd to its toes.

Both amateur events went to Tom Connolly, of Everett, Mass., the only rider to give him hard work being F. Hill, of Watertown. The latter put up a stiff contest in the 5-mile lap race. The summaries:

One mile lap race, amateurs—First heat won by Grant, Bell second, Helander third, C. Connolly fourth. Time, 2:18½. Second heat won by T. Connolly, Bussey second, Proback third, Cullen fourth. Time, 2:37½. Final heat won by Tom Connolly, Helander second, Grant third, Bussey fourth. Time, 2:10½.

Five-mile lap race, amateur—Won by T. Connolly, F. Hill second, C. Connolly third, A. F. Connors fourth. Time, 12:58.

Five-mile motor paced race—Won by Walthour, Collins second, Moran third. Time, 7:17½.

Ten-mile motor paced race—Won by Moran, Walthour second, Collins third. Time, 14:48½.

Fifteen-mile motor paced race—Won by Walthour, Moran second, Collins third. Time, 23:48½.

World's Records Broken at Ogden.

Dispatches from Ogden state that on the Glenwood saucer track Wednesday night, 17th, A. J. Clarke, of Australia, broke the world's record for one mile, of 1:49, made by Floyd McFarland in Australia two years ago. Clarke's time was 1:48½.

Another world's record was broken the same night on the same track by Walter DeMara, of San Francisco, who won the quarter-mile amateur race in 26½ seconds. The former record, 29 seconds, was made by Fred G. West, of San Francisco, on this track two years ago. DeMara's time is one-fifth of a second better than the professional record made by Iver Lawson at Salt Lake City on July 22, 1906.

Wiley is Suspended and Fined.

George Wiley, the Syracuse young man, who without trying very hard, has apparently found it convenient to forget that he became a professional when he competed in the New York six-days race and who since has competed in at least three amateur road races, has been suspended indefinitely by the National Cycling Association and fined \$25 for each offense. Amateur riders have been also warned that to compete against Wiley or any other of the little band of professionals who have followed his lead will jeopardize their status.

HAWKINS LEADS BIG FIELD

Long Marker Wins Long Island Derby by Safe Margin, Real Battle Being for Time Prize.

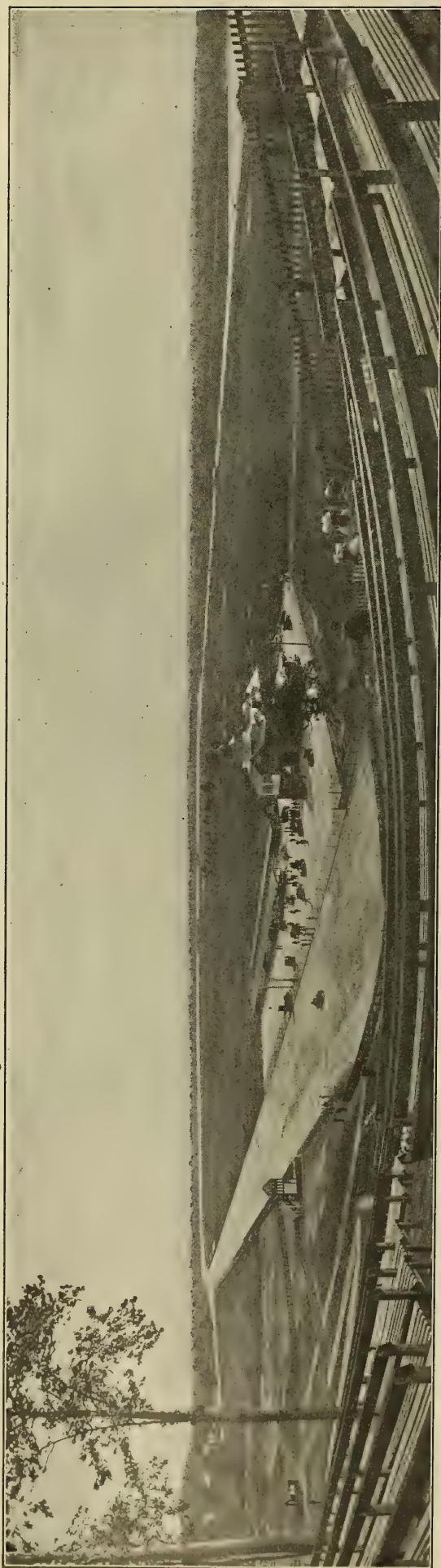
Although they were unable to overhaul the long markers in the Century Road Club Association's Long Island Derby at Valley Stream on Sunday last, 14th, the scratch men had a rare dust among themselves in the struggle for time prize, and finished with inches only between them. Charles Nerent, Brower Wheelmen, got the best of the sprint, but with Samuel Morrison of New York, Charles Schlosser, C. R. C. A., and F. C. Graf, C. R. C. A., almost in his shadow. This crew captured the time prizes in the order named, A. J. Seldney, a 1-minute man, being the next man on the time prize list.

First place was taken by J. B. Haskins, C. R. C. A., on a Reading Standard, who had 5 minutes time allowance, being closely followed by L. Morrison, Canarsie, and A. Phister, C. R. C. A., with 6½ and 5½ minutes, respectively. The start and finish was at West's hotel, Valley Stream, the course being to Baldwin and back twice over. There were 52 actual starters and 26 of the number got over before the scratch group came tearing along almost as one man.

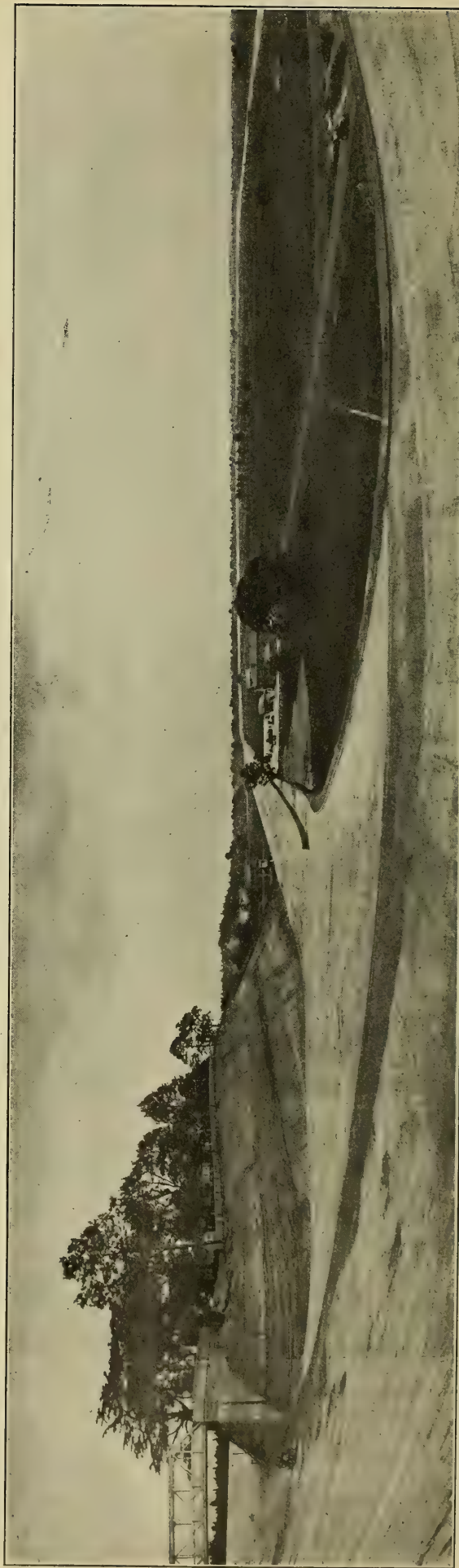
Hawkins made the distance in 55:25, and Nerent got the time prize in 55:03. The order of finish was as follows:

Pos.	Hdcp. min.	Time.	
1	J. B. Hawkins, C.R.C.A.	5	55:25
2	L. Morrison, Canarsie W.	6½	56:55½
3	A. Phister, C.R.C.A.	5½	55:55½
4	L. Kerns, Canarsie W.	5½	55:55½
5	W. Peterson, N. Y.	6	56:25½
6	A. MacEvoy, Canarsie W.	5½	55:56
7	C. Martin, C.R.C.A.	6½	56:56½
8	M. Vanden Dries, N. Y.	5	56:45
9	W. Fuchs, C.R.C.A.	6½	57:50
10	John Whalen, C.R.C.A.	6½	57:28½
11, Chris Kind, Edgecomb Wheelmen (5), 57:28½; 12, Nick Kind, Edgecomb Wheelmen (5), 57:28½; 13, Sylvester Peterson, New York (6), 58:02; 14, H. Surman, Elizabeth, N. J. (2), 55:26; 15, Chas. Anderson (3), 56:26½; 16, Michael Weiss, C. R. C. of A. (4), 57:26½; 17, H. Hink, C. R. C. A. (4), 57:26½; 18, J. Montano, Reading Standard Wheelmen (5½), 58:56½; 19, M. Walters, C. R. C. A. (5), 58:27; 20, P. Wollenschlager, C. R. C. A. (6), 59:35; 21, Hardy Jackson, New York (4), 57:36; 22, J. Schuster, C. R. C. A. (6), 1:00:43; 23, F. Mac Millan, Hoboken (3), 57:00; 24, E. Lowe, C. R. C. A. (2), 56:05; 25, A. J. Seldney, C. R. C. A. (1), 55:20; 26, I. Lewin, C. R. C. A. (1), 55:20½; 27, Chas. Nerent, Brower Wheelmen (scratch), 55:03; 28, Samuel Morrison, New York (scratch), 55:03½; 29, Chas. Schlosser, C. R. C. A. (scratch), 55:03½; 30, F. C. Graf, C. R. C. A. (scratch), 55:03½; 31, V. Mercandetti (5½), 1:00:33½. Time not taken for 32, A. Lardino, Reading Standard (5½); 33, H. Herrman, New York (4); 34, D. J. McIntyre, C. R. C. A. (6½); 35, Glore Garivelli, Reading Standard (5½); 36, Elias Kahn, New York (6); 37, M. Rosenbloom, New York (3).			

Bird's Eye View of Brooklands Motor Track at Weybridge, England



Panorama of the Course and the Finishing Stretch, as Seen from the Center of the Spacious Grandstand.



View Showing the Straightaway on Shorter Circuit and the High Banking and Longer Course.

ENGLAND'S MOTOR TRACK A MARVEL

Features of the Now Famous Brooklands Course—Its Arrangements for Speed, Safety and Comfort.

The marvelous performance of Selwyn F. Edge on the new Brooklands motor track, at Weybridge, England on June 28-29, which set the world by the ears, presages some similarly astounding exploits by motorcyclists, as for \$5 any motorist will be permitted to use the course, which fee also includes an official timing.

The new course is the first of the countless speedway projects to take actual shape and because of the prospect of motorcycle records which it promises is of interest to cyclists generally. Incidentally, Edge, who drove a six-cylinder motor car 1,581 miles 1,310 yards in 24 hours was, in his day, a famous cyclist with a string of road records to his credit.

The course is of cement and of general oval or pear shape, laid for the most part on level ground, and with the grandstand officials' quarters, garage, and administrative offices placed at the geometric center of the smaller curve. This end of the tract is elevated considerably above the level of the remainder, so that the natural advantages of the site chosen for the grandstand affords its occupants a practically unobstructed view of almost the whole course. When traversing the outer circuit, the motorists are forced to pass momentarily behind the stands, ascending a short grade of about 1 in 30, while the level is recovered on the other side, by a descent amounting to about 1 in 25, the give and take thus being about equal. The mean radius of curvature of the smaller bend is about 1,000 feet, and that of the larger turn at the opposite end of the course, is 1,550 feet. The turns are banked scientifically, to accommodate speeds up to and including 90 miles an hour. The difference in level between the inner and outer sides of the track at the shorter bend being something over 28 feet, while the average slope of the bank at this point is no less than 1 in 2.

The standard construction includes a barrier upon the inner side of the curves bounded by an inclined iron fence, outside of which is a ditch filled with water, and beyond this, another iron fence. The outer side of the banking also is protected by a high iron fence. The track surface is uniform throughout, and as provision against possible mishaps through disabled machines blocking the way of others in competition, seven safety bays are provided, which are designed as refuges for broken down competitors.

The outer course measures 2 11-16 miles to the lap at the pole, while the distance of one lap on the outer course with a finish on the stretch is 3 1/4 miles. The stretch

itself, which is a diagonal of the course, leading past the grandstand and judges' box, measures 1 kilometre, and ends in a sharp incline leading to the opposite side of the outer course, and designed to act as a pull-up. The width of the course is uniformly 100 feet.

Ample provision is made for taking care of the competing machines, as well as those of the visitors, while for the personal accommodation of the latter a huge triple grandstand seating 30,000 persons has been constructed. These and other accommodations provide for upwards of 500,000 spectators, as is estimated.

Some notion of the giant scope of the undertaking may be gathered from the fact that it includes besides the construction of the track itself, the complete subjugation of a virgin tract of something like 270 acres the diversion of the tortuous river Wey from a portion of its original path, the building of the numerous stands, club buildings, garages, and the excavation of four tunnels beneath the track, two of them for the river itself, as well as one bridge over it. At times 2,000 men have been employed simultaneously, and the work has been in progress for more than eight months. The location is particularly well suited to the purpose, since it is close to the tracks of the London & Southwestern Railway, and is within 35 minutes riding distance of Waterloo station in the heart of London.

Fast Ride from New York to Boston.

From New York to Boston in 23 hours and 8 minutes established what is claimed as a new record between the cities, when William E. Rhodes, the Roxbury (Mass.) rider, did the stunt last Saturday, July 14. By common consent the previous best performance stood at 23 hours and 32 minutes, which was set up by Warren F. Taylor, of Norwood, Mass.

Rhodes, who some time back was prominent in long distance work, set out from New York at 2 o'clock Saturday morning. He covered the 61 miles to Bridgeport in 5 hours and arrived at Hartford, 118 miles, promptly at noon. Following the Connecticut river up to Springfield he reached the latter point at 2.30, where he sat down to a substantial dinner. By 6 o'clock he was in Worcester having supper. After an hour's rest he made the final dash for Boston, which he reached at 1.08 Sunday morning.

Automobile pace helped Rhodes considerably, an advantage which the earlier record breakers did not have. But Rhodes was a tired and dusty man when he reached the Hub after his performance. Bad roads had made it hard for him in spots. On the trip Rhodes rode a folding bicycle fitted with a double deck handle bar which afforded him a variety of high and low positions.

"Motorcycles and How to Manage Them."
Price, 50 cents. The Bicycling World Co., 154 Nassau Street, New York City.

TO OPEN THE HUDSON HIGHLANDS

Projected New Highway to Traverse the Wild and Picturesque Country Along the River's Western Edge.

Of all the new roads that are to be built out of New York State's \$50,000,000 appropriation, the most remarkable, costly and picturesque will be the highway up the west bank of the Hudson river. The new road will open up the hitherto impenetrable Hudson Highlands on the river's western side and will for the first time place West Point on the through line of travel.

Drives over 200 feet above the river, sweeping along mountain precipices, overlooking peaceful valleys, viaducts over deep ravines, tunnels here and there and various other picturesque features are to mark the new road, which will start below Stony Point and follow the river course up to Cornwall, from which point the present roads afford good going up state. At present all routes leading up the west bank of the Hudson turn sharply to the west and away from the river at about Nyack or Haverstraw, not far from Stony Point. This is necessary because until the new road is built it is impossible to penetrate the high, mountainous country which runs to the Hudson's western edge.

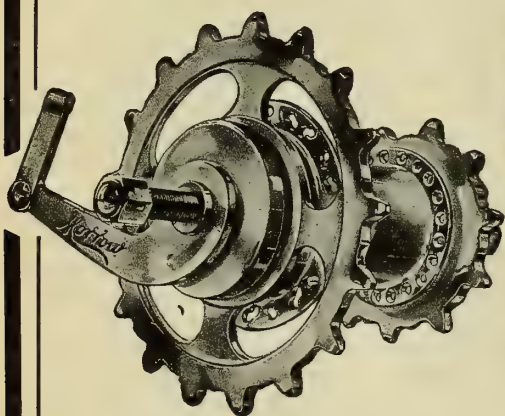
So wild and rugged is this triangular patch, which has driven road traffic to wide detours around it, that the engineering difficulties in conquering it are stupendous, and it is estimated that the first two and a half miles of the road in this region will cost something like \$225,000 to build.

Mountain streams and virgin woods which have before been rarely approached even by exploring climbers will add to the interest of the route. The surveyors at present at work laying out the line of travel tell tales of hardship and daring, made necessary by the character of the country, that are worthy of the pioneer days of Rocky Mountain engineering. Many of the places it is necessary for the engineers to reach are inaccessible except by means of ropes let down the face of the rocks, and it is necessary for the men to go down and up these ropes in going to and returning from their work. In the course of the surveying it was necessary to train the instruments on a point which it was impossible for any of the men to reach in order to mark it properly. No solution of the difficulty was found until the army engineers at West Point, who are manifesting a keen interest in the problems involved, came to the aid of the surveying party by training a field gun on the point in question and firing packages of paint on the face of the cliff. Targets were thus made on which the state surveyors were able to train their transits and levels, and thus prosecute the work of surveying.

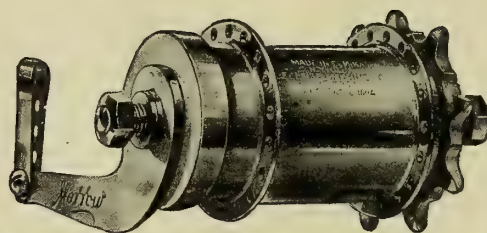
The Motorcyclist Who Knows

and the others who keep their eyes and ears open are well aware of the great progress the

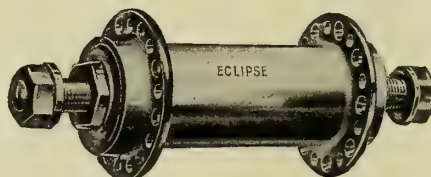
Morrow Coaster Brake



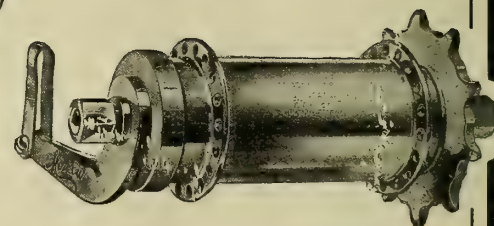
For Chain-Drive Motorcycles



For Bicycles



Front Hubs to Match



For Belt-Drive Motorcycles

is making toward almost universal use on the power driven cycles. They have had evidence of its great superiority. It is a brake that really brakes. A test is convincing.

Given their Choice

there would be precious few motorcyclists who would not select the Morrow. It is possible to get it by refusing to take No for an answer.

Eclipse Machine Company, ELMIRA
N. Y.

FOUR NATIONS REPRESENTED

F. A. M. Endurance Contest Will Have International Flavor—Special Railroad Rates to Providence Meet.

Up to noon yesterday, the entrants for the national endurance contest from New York to Providence, July 30-31, under the auspices of the Federation of American Motorcyclists, were as follows:

1, J. F. McLaughlin, New York City, N. S. U.; 2, A. G. Chapple, New York City, N. S. U.; 3, Frank Dalton, New York City, N. S. U.; 4, J. Schleicher, Mt. Vernon, N. Y., Indian; 5, Albert Cook, Hammondsport, N. Y., Curtiss; 6, B. A. Swenson, Providence, R. I., Merkel; 7, F. A. Baker, New York City, Indian; 8, T. K. Hastings, New York City, Indian; 9, S. T. Kellogg, Springfield, Mass., Indian; 10, F. Koch, Newark, N. J., Merkel; 11, John R. Ball, Milwaukee, Wis., Merkel; 12, E. Y. White, San Antonio, Tex., Special; 13, H. A. Glieman, New York City, Curtiss; 14, A. B. Coffman, Toledo, Ohio, Yale-California; 15, S. J. Chubbuck, Toledo, Ohio, Yale-California; 16, J. W. Tassell, Toledo, Ohio, Yale-California; 17, T. J. Dupree, Memphis, Tenn., Indian; 18, Lyle Geiger, Braddock, Pa., Racycle; 19, A. G. Schmidt, Sharpsburg, Pa., Indian; 20, W. F. Mann, Yonkers, N. Y., —; 21, E. L. Ovington, New York City, F. N.; 22, D. D. Dessau, New York City, F. N.; 23, F. M. Dampman, New York City, Royal; 24, A. B. Porter, La Salle, Ill., Manson; 25, W. H. Wray, Brooklyn, N. Y.; Simplex; 26, Russell Smith, Scarsdale, N. Y., Simplex; 27, Oscar Hedstrom, Springfield, Mass., Indian; 28, G. M. Urlson, Shelton, Conn., Indian; 29, J. J. O'Connor, Hartford, Conn., Indian; 30, Shelton Sturges, Shelton, Conn., Indian.

As the entry list will not close until the receipt of Monday's mail and as 40 to 60 per cent. of all entries are not made until the eleventh hour, the probability is that about 50 men will face the starter shortly after daybreak on July 30. With eleven different States and eleven different brands of motorcycles booked, the list already is an unusually representative one. The East and West and the South (White of Texas having been unexpectedly joined by Deupree of Tennessee), are represented by men, and America, France, Belgium, and Germany by machines. The contest will mark the debut in the national contest of no less than seven motorcycles, viz., the Merkel, Manson, Racycle, Royal, F. N., N. S. U., and Simplex. The entrants themselves are about evenly divided between veterans of previous struggles and new aspirants.

J. A. Turner and Charles W. Van Sickel, of Chicago, who expect to participate in the contest, are "toughening" themselves for it by indulging in a 1,000 mile romp from Chicago to New York. They left the Windy City on the 17th inst.

Following a meeting of the committee on Thursday, Chairman Wehman announced

that the start of the contest will be made from Eighty-eighth street and Broadway instead of from One Hundred and Eighth street as originally outlined. The change was due to the fact that the garage on One Hundred and Eighth street, in which the machines were to be inspected, sealed and stored the night previous to the start had become too congested to accommodate so many additions. Accordingly, this work will be performed at George V. Lyons's Wagner agency at 2384 Broadway, which is hard by Eighty-eighth street.

In order still further to reduce the possibility of a tie for the honor medals and to place a premium on exact adherence to the time schedule, the committee has made this addition to the rules:

"In the event of a tie, the award shall be made to the contestant who shall have most closely adhered to his schedule without regard to time allowances for variation of watches."

The fact that the F. A. M. meet at Providence, August 1, 2, and 3, is to occur during Old Home Week, of which, it is to be one of the features, will permit all who make the journey by rail to the Rhode Island city, to obtain the benefit of the reduced fares that will prevail. As announced by the New England Passenger Association, the excursion schedule that will apply is as follows:

From points in New England tickets will be sold good going for July 27 to August 3, inclusive; good returning up to midnight of August 5.

From points in association territory outside New England (New York City and Quebec province), tickets will be sold good going July 27 to 30, inclusive; good returning July 27 to August 5.

For return trip to points outside New England the ticket must be stamped by the validating agent on date upon which return journey is to be commenced. An extension of the return limit to August 31 will be made on deposit of ticket with validating agent immediately on arrival in Providence and payment of \$1 extension fee.

Stopover at Providence in either direction will be allowed on tickets from Western and Southern points reading to Boston and return via Providence, provided tickets are deposited with validating agent immediately on arrival in Providence. Stopover at Providence will be allowed within final limit on tickets extended in Boston.

At western points where special excursion tickets cannot be obtained direct to Providence, tickets to Boston may be purchased on a basis of one first-class limited fare plus \$2 for the round trip, returning over same route.

If tickets are deposited and withdrawn before August 5, the extension certificate will not be attached. Tickets will not be received or returned by mail or express by the validating agent, who will be located in Room 109, Union Station, Providence.

MUST KEEP MUFFLERS CLOSED

Connecticut Passes New Law with This Requirement—Otherwise Motorcyclists Receive Favorable Treatment.

Although even those "in the know" were led to believe that the Connecticut legislature, now nearing its end, would permit all of the proposed new motor vehicle legislation to die, the Senate passed the substitute bill last week and in the House, where it was thought it would be strangled, Mr. Allerton, of Middlebury, suddenly "got busy" early this week and fairly railroaded the act to passage. The members apparently paid so little heed to the proceedings, that one of those who were interested called attention to the fact and hotly protested against "one man running the legislature." The protest did not worry Mr. Allerton, however. He simply bowled over every objection and amendment that was offered and the bill passed amid hearty laughter.

In many respects, the new law differs radically from the one now in force, but so far as motorcycles are concerned, they fared well, the promises originally made to the F. A. M. being carried out. The law substitutes annual fees for the permanent ones now in vogue. The cost to automobilists was increased from \$1 up to \$10; motorcyclists, however, will have to pay but 50 cents for licenses, and the same sum for registration certificates, a total of \$1, which is the amount they have paid heretofore. They also need make but the present nominal display of numbers—one inch high and carried in "any old" position. From the motorcyclist's standpoint, the most surprising feature of the law is a provision forbidding the use of open mufflers.

Practically no speed limit is fixed. Punishment of recklessness and not for mere speed is the underlying idea, but it is specified that a pace in excess of 25 miles an hour will be deemed prima facie evidence of reckless driving and in the little debate that marked the passage of the bill it was remarked that on narrow roads a speed of even five miles per hour might be held to be reckless. The bill, which will become effective 30 days after the governor signs it, is as follows:

Section 1. Whenever the term "motor vehicle" is used in this act, except when otherwise expressly provided, it shall include all vehicles propelled by any power other than muscular, except road-rollers, street sprinklers, fire engines and apparatus, police patrol wagons, ambulances, and such vehicles as run only upon rails or tracks.

Sec. 2. Every owner of one or more motor vehicles shall file in the office of the secretary of the state, on a blank furnished by said secretary, a statement of his name, residence, and post office address, and a brief description of each motor vehicle owned or controlled by him, including the name of the maker, the number, if any, affixed by the maker, the character of the motor power, and the amount of such motor power stated in figures of horsepower as advertised by the maker thereof, and such other information as shall be required by said secretary. The said secretary shall then register such motor vehicle, assigning to it a distinguishing number or mark, and shall thereupon issue to the owner thereof a certificate of registration which shall contain the name, place of residence, and post office address of

the owner, and the number or mark assigned to such motor vehicle, and such certificate shall at all times be carried upon such motor vehicle and shall be subject to examination upon demand by any proper officer. The certificates provided for in this section and in section three shall continue in force until one year from the date of issue, and upon the renewal of any such certificate said secretary shall reassign the distinguishing number or mark contained therein.

Sec. 3. Every manufacturer of or dealer in motor vehicles may, instead of registering each motor vehicle owned or controlled by him, make application to said secretary for a general distinguishing number or mark, and said secretary may, if satisfied as to the facts stated in said application, issue to the applicant a certificate of registration containing the name, place of residence, and post office address of the applicant, and the general distinguishing number or mark assigned to him; and all motor vehicles owned or controlled by such manufacturer or dealer shall, until sold, or let for hire, be regarded as registered under, and have assigned to them, such general distinguishing number or mark. Manufacturers or dealers shall not be required to carry certificates upon the vehicles registered under the provisions of this section, but every person operating a motor vehicle registered under the provisions of this section shall display on such vehicle, in such manner as the secretary may prescribe, the operator's license number assigned to such person.

Sec. 4. Every motor vehicle, except motor bicycles, shall, at all times while being used or operated upon the public highways of this state, have displayed in a conspicuous place and manner a plate or marker, entirely unobscured and securely fastened, upon both the front and the rear of such motor vehicle, the plate or marker on the rear thereof to be fastened so as not to swing. Said plates or markers shall be obtained from the secretary of the state as hereinafter provided, and shall bear the initial letter of this state and the number or mark assigned to such motor vehicle, the letter and figures thereon to be not less than four inches high and each stroke thereof to be not less than one-half inch wide.

Sec. 5. Every motor bicycle shall, at all times while being used or operated upon the public highways of this state, have displayed thereon the initial letter of this state and the number or mark assigned to such motor bicycle, such letter and figures to be at least one inch high and either painted in such motor bicycle or displayed on a plate or marker securely fastened thereto; and no motor bicycle shall be operated with its muffler open.

Sec. 6. The secretary of the state shall keep a record of all statements filed with him and of all certificates issued by him, which records shall be open to public inspection; and he shall furnish, from time to time, at cost price, to any person having a motor vehicle registered under the provisions of this act, as many plates or markers as may be required by such person for display upon such motor vehicle. Upon the transfer of ownership of any motor vehicle its certificate of registration shall expire, and said secretary, at his discretion, may reassign the distinguishing mark or number described in such certificate. In the event that any certificate or license issued by said secretary under the provisions of this act shall be lost or destroyed, he shall issue to the person whose certificate or license has been so lost or destroyed a duplicate thereof. In the event that said secretary is unable to immediately furnish any plate or marker provided for by this act to any person entitled thereto, he may issue a certificate to such person stating that such marker has been ordered and giving the number thereof, and such person may thereafter use a temporary plate or marker, similar in form to the plate or marker provided for by this act, until said plate or marker has been so furnished.

Sec. 7. No person shall operate a motor vehicle upon the public highways of this state until he shall have first obtained a license for that purpose, but nothing herein contained shall prevent the operating of a motor vehicle by an unlicensed person, other than a person whose application has been refused or whose license has been suspended or revoked, if accompanied by a licensed operator, which licensed operator shall also be personally liable for any violation of the provisions of section eleven, twelve, or thirteen of this act. Licenses for operating motor vehicles shall be issued by the secretary of the state, but no license shall be issued to any person under the age of 18 years. Applications for licenses shall be made upon blanks furnished by said secretary, and said application blanks and said licenses shall be in such form and contain such provisions, not inconsistent with this act, as said secretary may determine. A number shall be assigned to each licensee, and a proper record of all applications for licenses and of all licenses issued shall be kept by said secretary at his office, and shall be open to public inspection. Each license shall state the name, place of residence, and post office address of the licensee and the number assigned to him. Said licenses shall continue in force until one year from the date of issue unless suspended or revoked for cause, and shall at all times be carried by the licensee when he is operating a motor vehicle upon the highways of this state, and shall be subject to examination upon demand by any proper officer.

Sec. 8. The following fees shall be paid to the secretary of the state for the certificates and licenses issued by him in accordance with the provisions of this act: Three dollars for each certificate of registration of a motor vehicle, other than a motor bicycle, having a rating of twenty horsepower or less, five dollars for each motor vehicle having a rating of more than twenty horsepower and less than thirty horsepower, and ten dollars for each such vehicle

having a rating of thirty horsepower or more, and if such motor vehicle has two ratings of horsepower the registration fee shall be based on the higher rating; fifty cents for each certificate of registration of a motor bicycle, or duplicate thereof; ten dollars for each dealer's certificate; one hundred dollars for each manufacturer's certificate; two dollars for each license to operate a motor vehicle other than a motor bicycle; fifty cents for each license, or duplicate thereof, to operate a motor bicycle; one dollar for each duplicate certificate or license, except for motor bicycles.

Sec. 9. The secretary of the state, or the deputy secretary, may, after due hearing, upon not less than three days' notice in writing, suspend or revoke the license issued to any person under section seven of this act, for any cause which he may deem sufficient; but every applicant for a license whose application shall be refused by said secretary, and every licensee whose license shall be revoked by said secretary or deputy secretary, may appeal to the superior court for such decision, refusal, or revocation. The provisions of section 2658 of the general statutes concerning appeals from decisions of county commissioners shall, in so far as the same are applicable, govern the appeals herein provided for. A full record shall be kept by every court or justice of the peace in this state of every case in which a person is convicted of a violation of any of the provisions of section eleven, twelve, or thirteen of this act, and a certified abstract of such record, the expense of which abstract shall be taxable as costs in such case, shall, within ten days after the date of such conviction, be transmitted by such court or justice of the peace to the secretary of the state. Said courts and justices of the peace shall furnish to said secretary the details of all flagrant cases which may be heard before them, and they may make such recommendations to said secretary as to the suspension or revocation of the licenses of the parties defendant in such cases as they may deem proper. Said secretary shall keep such records in his office, and they shall be open to public inspection. Whenever any person licensed to operate a motor vehicle upon the public highways of the state shall have been convicted of any violation of section eleven, twelve, or thirteen of this act, said secretary, or the deputy secretary, may revoke the license of such person, and, upon a third conviction within the same calendar year, said person shall, in addition to the penalties for such offense, incur a forfeiture of his license, and the said secretary or the deputy secretary shall thereupon revoke and require a return of the same. No person shall, for the period of three months from the date of the revocation of his license, be capable of receiving a new license, nor thereafter except in the discretion of said secretary.

Sec. 10. Any non-resident of this state who shall have complied with the laws of the state or territory of the United States in which he resides, requiring the registration of owners of motor vehicles, or of motor vehicles, or of both, and the display of identification numbers on such vehicles, and who shall cause the identification numbers of such state or territory, in accordance with the laws thereof, and none other, together with the initial letter or letters of such state or territory, to be displayed on his motor vehicle while used or operated upon the public highways of this state, may use such highways for a period not to exceed ten successive days at any one time, without complying with the provisions of the foregoing sections of this act; provided, however, that, if any non-resident be convicted of violating any provision of section eleven, twelve, or thirteen of this act, he shall thereafter be subject to and required to comply with all the provisions of this act relating to the registration of motor vehicles and the licensing of operators thereof.

Sec. 11. No person shall operate a motor vehicle on the public highways of this state recklessly or at a rate of speed greater than is reasonable and proper, having regard to the width, traffic, and use of the highway, or so as to endanger property or the life or limb of any person. If the rate of speed of a motor vehicle operated on the public highways of this state exceeds twenty-five miles an hour for the distance of one-eighth of a mile, such rate of speed shall be prima facie evidence that the person operating such motor vehicle is operating the same at a rate of speed greater than is reasonable and proper, and in violation of the provisions of this section.

Sec. 12. Upon approaching any person walking in the traveled portion of any public highway, or a horse, or any other draft animal being led, ridden, or driven therein, or a crossing of intersecting public highways, or a bridge, or a sharp turn, or a curve, or a steep descent, and also in passing such person or such horse or other draft animal, and in traversing such crossing, bridge, turn, curve, or descent, the person operating a motor vehicle shall have the same under control and shall reduce its speed. If such horse or other draft animal being so led, ridden, or driven shall appear to be frightened, or if the person in charge thereof shall signal so to do, the person operating such motor vehicle shall bring the same and the motor or other power propelling the same immediately to a stop, and, if traveling in the opposite direction, shall remain stationary so long as may be reasonable to allow such horse or animal to pass, or, if traveling in the same direction, shall use reasonable caution in thereafter passing such horse or other animal. Upon approaching a bridge, sharp turn, curve, or a steep descent, the person operating a motor vehicle shall give a timely signal with his bell, horn, or other device for signaling.

Sec. 13. No person shall operate a motor vehicle on the public highways of this state, when intoxicated, or in a race, or on a bet or wager.

Sec. 14. No city, town, or borough shall have

power to make any ordinance, by-law, or resolution respecting the speed of motor vehicles, and no ordinance, by-law, or resolution heretofore or hereafter made by any city, town, or borough in respect to motor vehicles shall have any force or effect; provided, however, that powers given to any town, city, or borough to regulate shows, processions, assemblies, or parades in streets and public places, and to regulate the use of public parks, and all ordinances, by-laws, and regulations which may have been or which may be enacted in pursuance of said powers shall remain in full force and effect.

Sec. 15. No motor vehicle, while in use on the public highways of this state, shall have displayed upon either the front or the rear of such vehicle, more than two registration plates or markers, nor shall any person display, or permit to be displayed, upon his motor vehicle the registration number belonging to another vehicle or person, or a fictitious number, plate or marker.

Sec. 16. Every motor vehicle, while in use on the public highways of this state, shall be provided with adequate brakes, and with a suitable bell, horn, or other device for signaling, and shall, during the period from one hour after sunset to one hour before sunrise, display one or more white lights on the forward part of such vehicle, so placed as to be seen from the front, and of sufficient illuminating power to be visible at a distance of two hundred feet, and shall also display, on the rear of such vehicle, a lamp so placed that it shall show a red light from the rear and a white light at the side, and so arranged as to illuminate the rear number or marker.

Sec. 17. No person shall interfere or tamper with a motor vehicle without the permission of the owner.

Sec. 18. In all complaints for the violation of any provision of this act, the justice of the peace before whom the same shall be tried shall have jurisdiction and power to render judgment therein, and issue process of execution and mittimus thereon, where such fine or penalty imposed shall not exceed two hundred dollars, or imprisonment for thirty days, or both; but the defendant shall have the right of appeal as in other cases. The justice of the peace or court before whom a final conviction shall be had under the provisions of section eleven, twelve, or thirteen of this act shall indorse upon the license of the person convicted the date and particulars of such conviction.

Sec. 19. Any person violating any provision of section eleven, twelve, or thirteen of this act shall be fined not more than two hundred dollars, or imprisoned not more than thirty days, or both, for a first offense, and shall be fined not more than five hundred dollars, or imprisoned not more than sixty days, or both, for any subsequent offense. Any person violating any other provision of this act shall be fined not more than one hundred dollars, or imprisoned not more than thirty days, or both.

Sec. 20. All registration and license fees, and all fines and penalties, and one-half of all forfeited bonds imposed or received under the provisions of this act, other than such fines and forfeited bonds as are embraced within the provisions of chapter 141 of the public acts of 1903, shall belong to the state and shall be accounted for and remitted to the treasurer of the state to be used, in addition to all sums of money specially appropriated for highway purposes, for the maintenance and repair of improved highways under the direction of the highway commissioner.

Sec. 21. Any person arrested for violating any of the provisions of this act may tender as bail a motor vehicle of which he is the owner, and if such vehicle is of sufficient value it shall be accepted as security for his appearance, in lieu of any other bail.

Sec. 22. Every owner of one or more motor vehicles who, at the time this act goes into effect, shall have complied with the provisions of chapter 230 of the public acts of 1905, shall, upon the registration, prior to September 1, 1907, of such vehicle or vehicles as provided for in section two of this act, have assigned to such motor vehicle, or to one of such vehicles, the same registration number heretofore issued to such person under the provisions of said chapter 230, and may use upon such vehicle the plates or markers heretofore used, bearing such registration number.

Sec. 23. Chapters 230, 258, and 282 of the public acts of 1905, and all other acts or parts of acts inconsistent herewith, are hereby repealed.

Sec. 24. This act shall take effect thirty days after its passage, but no prosecution based upon section two, four, or seven of this act shall be brought for any offense committed prior to September 1, 1907; provided, that the plates or markers required by chapter 230 of the public acts of 1905 are displayed upon such vehicle as required by said chapter 230.

Bicycle Events at the Olympic.

The bicycle events that will be decided at the Olympic games to be held in London next year have been officially announced, as follows: One lap (640 yards); 1,000 metres, 5,000 metres, 20 kilometres, pursuit race, and a tandem race of 2,000 metres. Twelve entries will be allowed in each event, except that in the pursuit race the entries will be limited to four men from each country and in the tandem race only six pairs may compete.

TEAM WORK HELPS CLARKE WIN

**Hot Two-Mile Event at Salt Lake City—
Kramer and Lawson Break Even
at a Later Meet.**

Salt Lake City, July 9.—Special interest was evident in the increased attendance at the Salt Lake Palace to-night, the usual crowd being augmented by several hundred people. The attraction was the scheduled match Australian pursuit race between W. E. Samuelson and F. A. McFarland. Samuelson did not compete in any of the professional events, but saved himself for this one. On the other hand, McFarland was in no condition to ride against a fresh man, having ridden hard in the two-mile open lap race, a little earlier in the evening. The latter was a race to make the fans sit up and take notice, and it was really the event of the night. But the crowd always has cheers for Samuelson when he wins, and on this occasion they split the air for full five minutes when he overtook McFarland after riding 6 miles 6 laps and 215 yards, covering the distance in 15:23. The men started rather slow, but warmed to their work after the first mile, and had the crowd on their feet most of the time. McFarland's chain broke in the third lap of the fourth mile, and according to conditions the race stopped, the wheel was repaired, and the pursuit was resumed where it left off. Then both men kicked the pedals in lively style, Samuelson closing the gap between them steadily until the end.

The two-mile open lap race was an exhibition of head work as well as speed and the result was handed out to the McFarland-Lawson combine in fine shape by Frank Kramer, A. J. Clarke and E. Pye. Instead of Kramer pulling Pye for the final sprint Pye did the work, while Kramer remained behind to take care of Lawson and McFarland. While the pace was fast from the start the real race occurred in the last four laps. At this point Pye forged to the front, pulling Clarke, and going for the tape as hard as he could kick a pedal. McFarland, with Lawson, started from fourth position to get around the bunch in front of him, but hadn't kick enough in him to get up to Pye, who was safe in front with Clarke ready to jump. A lap and a half from home Lawson started around McFarland and Kramer came out behind Lawson to fight him for the tape. Clarke was now pedalling away for first place, pulling C. L. Hollister with him into second position. Entering on the last lap Kramer, high on the bank, outpedaled Lawson first and then McFarland, romping into third position. Lawson dropped back in the sprint, giving fourth place to McFarland.

Clarke also won the mile handicap, Kramer pulling him to qualify and Pye pulling him in the final. Neither Lawson nor McFarland started. The summaries:

One mile handicap, amateur—Qualifants: F. E. Snell (scratch), R. Diefenbacher (60), Taylor (85), G. H. Robison (85), and Murphy (125). Final heat won by Diefenbacher; second, Murphy; third, Taylor. Time, 1:58¾.

Half-mile open, amateur—Qualifants: W. DeMara, F. E. Schnell, H. McCormack, and R. Diefenbacher. Final heat won by DeMara; second, Schnell; third, McCormack. Time, 1:03.

One mile handicap, professional—Qualifants: A. G. Clarke (15), C. L. Hollister (50), S. H. Wilcox (80), Saxon Williams (90), B. Monroe (130). Final heat won by Clarke; second, Hollister; third, Wilcox; fourth, Williams; fifth, Monroe. Time, 1:54.



NEW YORK BRANCH: 214-216 WEST 47TH ST.

Two-mile open lap, professional—Won by A. J. Clarke (scratch); second, C. L. Hollister (scratch); third, Frank Kramer (scratch); fourth, F. A. McFarland (scratch); fifth, Iver Lawson (scratch). Time, 3:49¾.

Match pursuit race—Won by W. E. Samuelson; second, F. A. McFarland. Distance, 6 miles 6 laps 215 yards. Time, 15:23.

Salt Lake City, July 12.—Frank L. Kramer snatched victory from Iver Lawson by less than six inches in the two-mile Lemp lap handicap race at the Salt Palace this evening. It was the most exciting event of an evening of excitement on the saucer. Lawson, Clarke, Kramer, and McFarland had to team to overhaul the limit men, and the whirl was so warm that the middle-markers dropped out early in the game. The first mile was covered in 1:49. Before the sprint McFarland rode himself all out and had to quit. Lawson was forced to the front four laps from home, Kramer trailing him closely. The two rode the last lap neck and neck, Kramer jumping ahead for his slight lead in the last few digs at the pedals. So close a sprint be-

tween the two men had not been seen here this season, and the spectators went wild.

Kramer's victory was an offset to a defeat which, earlier in the evening, Lawson had administered to him with McFarland's aid, in the half-mile open event. McFarland pulled Lawson in this race, Lawson cutting loose on the last lap and opening a gap which Kramer could not close despite a noble effort to do so. Lawson won by a length in 56¾ seconds, breaking the track record.

The half-mile professional invitation race, which might well be styled the weekly meal ticket race, furnished both excitement and amusement. Burris, Monroe, Macdonald, Mitten, Williams, Dorlon, West and Limberg were the starters. On the first turn in the start Limberg fell and five others piled on top of him. Williams turned a complete somersault, sitting on his wheel, and dislocated his right shoulder as he fell. West and Monroe, who escaped the fall, finished in the order named. Burris and Macdonald, picking up their broken wheels, made a foot race for third place, which Burris won.

Gus Lawson broke a track record in the mile motor record trial, his time being 1:05½. T. M. Samuelson was second in 1:22¾.

An unpleasant happening of the evening was the suspension for two weeks of Bennie Monroe and S. H. Wilcox for rough riding in the Lemp handicap race. The summaries:

Half-mile amateur—Qualifants: W. DeMara, G. H. Robison, R. Diefenbacher, P. Wright, M. Murphy, F. E. Schnell, and Frank De Frank. Final heat won by DeMara; second, Schnell; third, Murphy; fourth, Robison. Time 1:00.

Australian pursuit, amateur—Won by Schnell; second, Mayer; third, Giles; fourth, Wright; fifth, Murphy. Distance, 2 miles 6 laps 5 yards. Time, 6:02¾.

Half-mile open professional—Qualifants: W. E. Samuelson, N. C. Hopper, Iver Lawson, A. J. Clarke, Frank Kramer, Hardy Downing, and F. A. McFarland. Final heat won by Lawson; second, Kramer; third, Downing; fourth, Clarke; fifth, Hopper. Time, 56¾ seconds; track record.

Half-mile invitation, professional—Won by West; second, Monroe; third, Burris; fourth, Macdonald. Time, 1:04¾.

Lemp's two-mile lap handicap, professional—Starters: Iver Lawson (scratch), A. J. Clarke (scratch), Frank Kramer (scratch), F. A. McFarland (40), C. L. Hollister (45), E. Pye (50), Hardy Downing (90), N. C. Hopper (95), W. E. Samuelson (100), O. Dorlon (130), Fred West (135), Saxon Williams (140), S. H. Wilcox (145), W. L. Mitten (160), W. Macdonald (175), B. Monroe (180), and J. Burris (185). Won by Kramer; second, Lawson; third, Hopper; fourth, Hollister; fifth, Downing. Time, 3:51¾.

One mile motor record trial—Gus Lawson, 1:05½; Samuelson, 1:22¾.

AMERICANS AMONG "ALSO RANS"

Lacked "Class" and Cut Small Figure in World's Championships — England and France Get Titles.

Leon Meredith, the English amateur won the 100-kilometre world's amateur championship, motor paced, at the Parc des Princes track, Paris, on July 4th, from a field of nine starters, seven of whom finished, thus signaling the second day of the world's championship meeting. Meredith's time, 1 hour 28 minutes 52½ seconds, was the best ever made in that race, which has been contested annually since 1893. This is the third time he has won it in four years, and the fifth time the honors have been carried off by an Englishman. Tubbax, the Belgian, finished second, six laps behind the winner, in 1 hour 31 minutes, 37½ seconds, and Brocco, of France, 8 laps behind, in 1 hour 33 minutes 18½ seconds. Van Nek (Holland) was fourth, 10 laps behind, finishing in 1 hour 34 minutes 43½ seconds; Schwartz (Germany) fifth, finishing in 1 hour 39 minutes 36½ seconds, 16 laps behind the winner, and Delbor (France) sixth, finishing 20 laps behind, in 1 hour 42 minutes 50½ seconds. The other starters were: Vanderstuyft, Jr. (Belgium), Lapize and Rigaud (France). Meredith overtook the other riders inside of 10 laps, and rode a practically undisputed race from start to finish.

The eight preliminaries of the professional short distance championship, at 1,333 metres, were jockeyed off in tedious fashion, the best time being made by Ellegaard in the fifth heat, when the Dane shut out Novara and Bernhardt in 2 minutes ⅓ second, covering the last 200 metres in 13¾ seconds. In the fourth heat, Rutt bested Floyd Krebs by a quarter length, and Jacquelin did the same thing to Walter Bardgett in the sixth. The two Americans, however, qualified in the first and second heats of the repachage, which was run at half distance, again disappearing in the semi-finals. The weeding out process required nine preliminaries, three semi-finals and a final, Hourlier being the rider who finally qualified to compete in the race itself.

The three semi-finals of the professional short distance championship were won respectively by Mayer, Friol and Rutt, thus giving the Germans two chances to one against France, in the final. Friol's sprinting powers stood him in good stead, however, and he finished full two lengths ahead of Mayer, with Rutt further out of sight.

In the Prix de l'U. C. I., which was a professional scratch race for championship riders, Rutt took honors from Ellegaard and Doerflinger in the final heat, covering the 1,666 metres in 7 minutes 25¾ seconds. Bardgett and Floyd Krebs were shut out of the preliminaries by the two latter respect-

ively, riding 1,333 metres. Friol, Hourlier, Jacquelin, and Duprex captured the four preliminaries of the Prix de l'U. V. F., which was run over the same distance for French riders only. The final heat, went to Friol, with Hourlier and Jacquelin tied for second place, half a length behind. The finish supplied plenty of excitement after a long crawl which lasted up to the last lap, as usual. The same tactics threatened to spoil the effect of the tandem race, but failed partially, since the tandem crawl is faster than the crawl of the single machine. The final heat was hotly contested between the Poulain-Rettich, Elegard-Rutt and Dupre-Doerflinger teams, the former winning by a half-length, in 2 minutes, 3¾ seconds. The distance was, as before, 1,333 metres.

On Sunday, July 7th, the third and last day of the world's championships, Darragon, captured the world's long distance professional championship, riding the 100 kilometres in 1 hour 18 minutes 23½ seconds. Verbist (Belgian) was second, 3½ laps behind, and Parent (France), nearly 5 laps back. The other starters were: Dussot and Lorgeou (France), and Rosenloecker (Germany). Darragon, who was first to take pace, maintained his lead throughout almost the entire race, riding furiously all the way. Parent and Dussot fought bravely for second place for a time, the latter, however, giving up and easing off soon after the 50 kilometres had been passed in 38 minutes 50 seconds. At 60 kilometres, Verbist had come into second position, Parent following, and Dussot well behind the latter. They finished in this order.

To Wheel from Baltimore to Washington.

What the Lafayette Wheelmen of Baltimore style "The First Annual Tour to Washington," will start on Sunday, July 28, from Mt. Royal and North avenues. It is announced that the event will be the "greatest event of all" and an entrance fee of \$1 is charged, according to the present schedule the tourists will leave at 7 a. m., and will proceed by way of Ellicott City, through Columbia and Clarksville to Ashton, where a short resting stop will be made. From Ashton the route will be through Colesville, Sligo and Brightwood to Washington. The tourists will arrive at the Capitol grounds just at noon. An hour and a half stay in Washington and they will head homeward again over the same route. Handsome gold medals suitably engraved will be awarded to all the finishers. The total distance is about 80 miles.

American Motorcyclists Invade Canada.

"We are having a fine 1,000 miles tour through Canada on our R-S motorcycles," is the message conveyed by a postal card from Stratford, Ont., bearing date July 16, and signed by M. J. Cabana, Alf. Denny and Thomas A. Rick, of Buffalo. "No duty or deposit required and 300 miles of macadam —motorcyclists' delight," is the superscription on the card.

SHOWING REAL SPEED AT OGDEN

Two of Lawson's Salt Lake Miles Clipped —Clarke Slices One and Samuelson Better His Motor Chasing.

Ogden, July 7.—Real speed is being merchandized at the Glenwood Park saucer and the fact that some of it is just a bit faster than the brand dispensed at Salt Lake gives the local fans the chance for the happy-holler. Some of the Salt Lake bunch say the track is made of flannel and that the rain has shrunk it, but the crowd here does not think but that it is getting full measure condensed in small packages of time.

To-night A. J. Clarke, of Australia, in the one mile handicap ground out the distance from scratch in less time by a whole second than Iver Lawson's mile in 1:53½ which had made the Mormons at the Salt saucer so happy on July 6, as being the speediest going in the State. Just for good measure an exhibition motor paced mile was added to the program, and W. E. Samuelson knocked a few seconds off Lawson's Salt Lake motor chasing which had thrown his spectators into admiration as record breaking work. Samuelson, paced by his brother, T. M. Samuelson, ate up the distance in 1:19½, while Lawson's best had been 1:22 in the other town.

Clarke's work in the one-mile professional handicap was extremely simple. With the limit man at 120 yards, he started at the crack of the pistol and began mowing them down. There was no jockeying or fancy strategy. He simply plugged away at his little coffee mill and got over the tape first.

Hardy Downing and Samuelson had a five-mile motor paced race with an agreement before starting that if either man met with an accident the race was to go to the other contestant. Downing was paced by Gus Lawson, who lost his follower, however, in the 13th lap, which gave Samuelson the race. No time was taken. The summaries:

Half-mile open, amateur—Qualifants: W. DeMara, F. E. Schnell, H. McCormack, and F. W. Eifler. Final heat won by DeMara; second, Schnell; third, McCormack; fourth, Eifler. Time, 1:07.

Two-mile open lap race, professional—Won by A. J. Clarke; second, Hardy Downing; third, C. L. Hollister; fourth, N. C. Hopper. Time, 3:52.

One-mile handicap, professional—Won by A. J. Clarke; second, F. G. West (70); third, W. C. Hopper (40); fourth, Saxon Williams (100). Time, 1:52¾; State record.

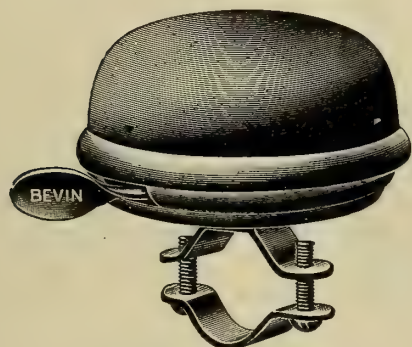
Two-mile lap handicap, amateur—Won by F. E. Schnell (scratch); second, W. DeMara (scratch); third, H. McCormack (30); fourth, F. W. Eifler (50). Time, 4:14¾.

Five-mile motor paced race, professional—Won by W. E. Samuelson, paced by T. M. Samuelson. No time taken.

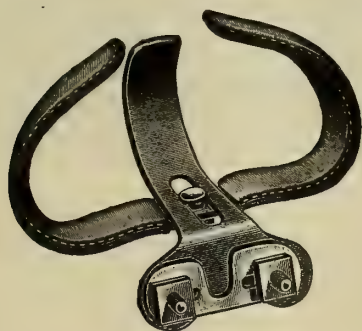
SUNDRIES

That Sell Wherever Bicycles are Sold

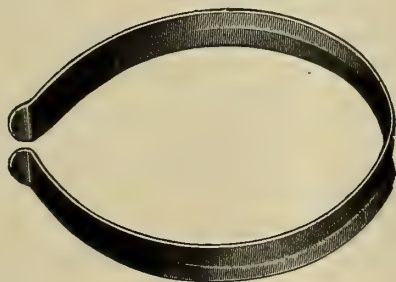
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EASTHAMPTON, CONN.

Suggestions from a Physician.

One reason why the bicycle fell from popularity was on account of its abuse. The sport was wrongly begun, soon overdone, and the reaction inevitably followed. It is quite characteristic of the Americans to take hold of any good thing and make the most of it—indeed, very often, the worst of it, says Dr. Frank Sargent Grant in the New York Sun.

In the first place, the method of instruction as carried out in nearly all the riding schools was radically wrong. Pupils were taught in a few hours or a few lessons how to mount, balance, gain confidence and then fell around in a circle from right to left, rarely reversing the action, until they could do this unassisted. Then they were pronounced adepts, graduated and sent out on the road. Not an examination was made as to the physical fitness of the pupil, not a lesson was given in the various mounts and dismounts, correct position of the handle bars, proper height and shape of the saddle, and the suitable gear, the art of back pedalling, the use of the brake, the rules of the road—in short, on the complete control and management of the wheel.

Another abuse of the wheel was overtaxation of individual power or muscular strength. The perfect, up to date safety provides us with an ideal means for carrying the dead weight of the body with the least expenditure of muscular effort. Because one, however, can cover a number of miles, say twenty-five, after a little practice without apparent fatigue, that is no reason why one should do so.

So many who took up cycling overdid the thing. They would ride beyond the limits of their physical endurance, never counting on their return trip. Injury rather than a benefit to health followed in consequence, and later indifference and disgust.

Indulged in moderation there is no form of exercise so pleasant and so healthful to both mind and body as a mount on a good wheel.

If the following suggestions were faithfully observed, the writer believes the interest in cycling would again be revived and would come to stay.

First. Do not ride a wheel before getting a medical opinion as to your physical condition and fitness.

Second. Learn to ride properly and thoroughly to control your wheel before taking to the road.

Third. See that your wheel is equipped with some form of reliable brake. Abandon high gears.

Fourth. Learn to use and not abuse this wonderful invention and graceful means of locomotion.

Fifth. Never exceed your strength. Ride for health and recreation, never for records.

Sixth. Be considerate and thoughtful of women and children, man and beast and fellow wheelers when out on the road. Strictly follow the rules of the road and compel others to do the same.

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Per Cent.

of the

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of this Country

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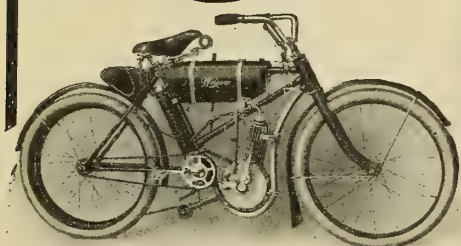
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ter about Motorcycle Plugs.

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Grupe Leads in C. R. C. A. Contest.

On July 1 Ernest G. Grupe, of Brooklyn, was leading the Century Road Club of America's century contest for 1907, according to the official list issued by Noble O. Tarbell, chairman of the road record committee. The leader's brother, H. E. Grupe, is the runner-up, while Jacob Hedden, also of Brooklyn, is third. Those next on the list are A. Claussen, Chicago, Ill.; F. I. Perreault, Malden, Mass.; F. E. Mommer, New York City; and Harry B. Hall of Brooklyn. Nine other riders make the list of sixteen in the contest. Centuries reported, 140.

Although only third in the century contest, Jacob Hedden is first in the mileage competition. The top man in century contest, E. G. Grupe, comes second in the mileage piling, followed by Joe Noe, Jersey City; H. E. Grupe, Brooklyn; H. H. Hintze, last year's winner, New York City; F. E. Mommer, New York City; F. I. Perreault, Malden, Mass.; and A. H. Seeley, of New York.

Mac Lean and Hedspeth Get Licenses.

Hugh MacLean, the crack Chelsea pace-follower, and "Wody" Hedspeth, the negro who has married a white woman and settled down in Paris between races, are the latest professionals to take out their National Cycling Association registration cards. The other licenses issued this week are as follows: Professional trainer, P. Brown. Amateur (track and road)—J. S. Grant, Lynn, Mass.; Rodney Diefenbacher and Hal McCormack, San Jose; Duke King, Ogden; Frank DeFrank and H. LaBelle, Salt Lake City, and Gus Duester, Brooklyn. Amateur (road racing only)—Louis Kern, Arthur McAvoy, Gus Guyler, William Search, Canarsie, N. Y.; Elias Kahn, New York City; Garfield Spence, Pleasantville, N. J.; George Leeds, Michael Var-nole, Jacob Gross, and Russell Clark, Atlantic City, N. J.

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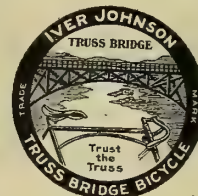


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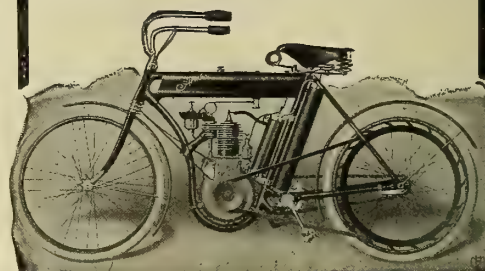
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THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

Volume LV.

New York, U. S. A., Saturday, July 27, 1907.

No. 18

LIGHT TO SHINE BRIGHTLY AGAIN

Pottstown Company Secures a New Plant and Re-enters Industry in Earnest—Sherman to Manage It.

The Light Mfg. & Foundry Co., Pottstown, Pa., has, so to speak, shied its castor into the ring once more and henceforth means to stand up and be counted whenever bicycles or motorcycles are under discussion. The Light company never has been wholly out of the ring, but during late years it has sung rather small and contented itself by supplying only a limited number of old customers, chiefly Pacific coast people. E. S. Fretz, secretary-treasurer of the company, never lost interest in the cycle trade, however. He has been an active and useful member of the Cycle Manufacturers Association, and has made no secret of the fact that he was keeping his eye open for the arrival of the auspicious moment to take up the thread of the business as in "the days of yore."

The moment having arrived, they are busy in Pottstown equipping a five-story factory building with the necessary machinery and placing orders for manufacturing materials. What is of as much importance, the man to manage the business also has been chosen. He is none other than George W. Sherman, the original motorcycle traveler, whose experience with the Indian and Reading Standard establishments, coupled with something akin to real affection for motorcycles, is sufficient assurance that the Light will not be hid under a bushel. Sherman will have an interest in the business and will be given a practically free hand in its management. He will assume the duties on August 1st, and as the Light people already are positioned to do so, he will lose no time in making a bid for the late summer and early fall trade in motorcycles. The 1907 Light is made up of Thor motor and fittings, and is equipped

with Sager spring forks; prompt deliveries will be guaranteed.

Sherman's ideas for 1908 already are well formed. He has had several inventions "under his hat" for sometime and they now will take shape and will be coupled with a transmission which he promises will cause the public to "sit up and take notice," and a great deal of it. While motorcycles will be kept to the fore, it will be no part of the new Light policy to neglect bicycles. There will be an attractive line of them and with inducements such as it is said will warm the cockles of the dealer's heart.

During late years the principal business of the Light Mfg. & Foundry Co. has been the production of aluminum, steel and bronze castings and this will not be curtailed or interfered with in any way. The manufacture of cycle and motorcycles will be centered in the five-story building that has been secured and will be separate and apart from the casting plant.

Space Reserved at Sportsmen's Show.

The promoters of the Sportsmen's Show which will occupy Madison Square Garden, New York, from February 20th to March 7th next, are making a determined effort to secure the support of the cycle and motorcycle and accessory trades. As an earnest of their intentions they have reserved 27 spaces or practically all of the Twenty-seventh street side of the first balcony in the Garden, for cycle and motorcycle exhibits and have engaged none other than Alex Schwalbach, one of the ripest of the old guard, to present their case. Schwalbach will be present for the purpose at the Atlantic City meeting.

Hendee to Visit Pacific Coast.

George M. Hendee, president of the Hendee Mfg. Co., is due to leave the Indian factory at Springfield, Mass., on Monday next for a visit to C. C. Hopkins, the Indian agent in San Francisco, and to the Pacific coast generally—a journey which has been deferred for two successive years. He will be absent several weeks.

MAY OPEN AN AMERICAN DEPOT

N. S. U. Representative Now Viewing the Situation Here with that End in View

—His Interesting Opinions.

Eugen Kicherer, direct from the big N. S. U. factory at Neckarsulm, Germany, arrived in this country late last week and now is engaged in "taking soundings" for 1908 and in generally sizing up the American motorcycle situation. For the interest in the famous German machines which was great enough to inspire Kicherer's visit is likely to lead to the establishment of a supply depot in New York. His report will decide that step.

Mr. Kicherer has spent the week in and around New York and although he will visit most of the larger cities east of the Mississippi during the next month, he already has seen enough of American roads and streets to cause him to shake his head.

The Neckarsulm factory, he states, is already clear of 1907 models and work on next year's models is far advanced. Only minor refinements have been found possible, however, a smaller rear pulley and a new frame being the most apparent changes that are being made, and the frame will not differ radically from the one now in use. The angles of the tubes will be somewhat altered with a view of retaining the low "set" characteristic of the N. S. U., while yet slightly raising the engine, a desirable move from the American standpoint. Mr. Kicherer brought with him a sample of the N. S. U. "featherweight," the 75-pound, 1¼ horsepower model, which hitherto had not been shown in this country. Incidentally, the weight quoted includes the magneto. The N. S. U. representative said that no effort had been made to introduce this model over here as the company desired first to be sure of its ground, and anyway the 800 of them that had been produced had

been quickly absorbed by the Continental demand. Kicherer, however, is enthusiastic over the possibilities of this lightweight model. He did not hesitate to express the belief that it would prove the model of the future. Asked as to whether he was willing to be quoted to that effect, he readily acquiesced. When reminded that was totally at variance with American notions, which are now inclining to powerful two-cylinder motorcycles, he smiled rather amusedly.

"I know it," he said. "We went through that sort of thing two or three years ago. Every one wanted two-cylinders and they got them, and with them considerably added weight. Then when they got all the speed they wanted the demand swung the other way. For my own use I want nothing better than a 3 horsepower single. It is powerful enough for any one. It gives less trouble, costs less to maintain and is more comforting in every way. There always will be a demand for powerful machines, but for the multitude the motorcycle of the future will be of moderate speed and light weight—one that can be carried upstairs or down, and be stored in a hallway or closet. This sort of machine will appeal to very many men who are not now interested in motorcycles and will have a wide sale. Yes, $1\frac{1}{4}$ horsepower may seem rather low, but in our case it is all there, and we know what it will do. Three of our machines participated in the Herkomer contest and completed the 600 kilometers without the least trouble, and despite grades of all sorts. A difference of 100 pounds in the weight of machines makes a bigger difference in their hill climbing capacity than most people think is the case. The man who to obtain the many advantages of a light machine is willing to assist the engine on the steeper grades will find that one such as ours will satisfy practically every requirement, certainly where the roads are worthy of the name; and when I say 'assist the engine,' I do not mean assistance that entails any real exertion, but just enough of it to keep the engine going."

When it was remarked that his views were likely to startle Americans, Mr. Kicherer smiled again.

"We can afford to hold such beliefs," he responded. "For if any one wants speed or a heavier and more powerful single or double, we can supply them. Our line is sufficiently varied to meet all demands and we know that no one in the world is building better motorcycles. Quality is our cornerstone."

More Spark Coils for Motorcycles.

The Pfanstiehl Electrical Laboratory, of North Chicago, Ill., which has supplied spark coils to several of the important automobile manufacturers, is now at work on a coil for motorcycles. It has progressed so far that it probably will be placed on the market within the next 30 days.

SPARK PLUG OF WHITE MICA

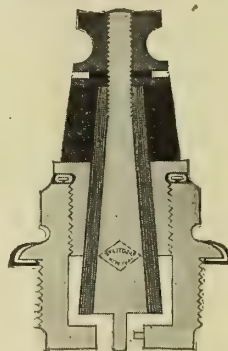
Splitdorf Finds a Way of Improving That Necessary Little Article—Its Construction and Advantages.

A specially designed and constructed spark plug directly adapted to the unusual conditions existing in small air-cooled engines of the motorcycle type, just has been placed on the market by the well known ignition specialist, C. F. Splitdorf,



Walton avenue and 138th street, New York City.

The insulating material employed is mica, and this fact, together with the method of construction, which is shown by the accompanying illustrations, makes the plug extremely durable under all sorts of service. The inner electrode is made in the form of a solid metal core shouldered down to form the sparking point at its inner end, and threaded at the opposite extremity to receive the lock nut and binding screw. The main body of insulation takes the form of a taper sleeve or bushing surrounding this, and formed of sheets of pure white India mica wound laterally. Once in place in the steel bushing which forms the closure for the plug, this sleeve is expanded by a special process until it is compacted into an extremely solid and lasting forma-



tion. Above the steel bushing and surrounding the sleeve and electrode, is a second body of insulation composed of a series of mica discs or washers laid closely together and turned to a neat taper form on the outside. The lock nut and binding screw for attaching the terminal are threaded onto the electrode and draw the latter into the taper of the bushing and sleeve thus holding them firmly together.

The part thus formed is adapted to be screwed into the main bushing, which, in turn, is screwed into the cylinder. The joint between the two parts thus formed, is closed tightly by means of a McKim gasket which prevents any possible leakage. The main or base portion of the plug carries the ground electrode and is flanged inwardly in order to reduce the length of actual terminal as much as possible without tending to destroy the positive nature of the spark by permitting it to jump from more than one point. The joint with the cylinder is protected by means of a special copper and asbestos gasket which is flanged backward over the body of the plug in such a way that it is always held in place.

It is evident that from the nature of the construction the invariable tendency is for the parts to become more tightly forced together as the cylinder pressure rises, thus obviating any possibility of their working loose under service. This taper formation also is of advantage in the matter of expansion of the parts, tending to prevent the development of any internal stresses which might be injurious to the structure. The protection of the end, afforded by the flange on the body of the plug, is of advantage in preventing the formation of soot, while the natural tendency to a low temperature of the parts when at work, prevents the rapid deterioration of the insulation which otherwise might be expected to take place.

Keep Carburetter Float Chambers Clean.

Carburetter float chambers, and the settling cups which are located beneath them or in connection with the jets, require to be cleaned out periodically—how frequently depends upon the quality of fuel employed and the care with which it is strained before being put into the tank. If this is not done, the accumulations which come from the fuel itself and from impurities which it contains, are liable to cause unpleasant and equally unnecessary stoppages on the road.

To Remedy a Knocking Wrist Pin.

A "knock" in the wrist pin end of a connecting rod may be removed sometimes by turning the pin half way round in the piston and reassembling, thus bringing the wear on to a new portion of the pin. In any case where the pin has been removed, however, extreme care should be taken to secure it firmly in place afterwards, as otherwise it may creep endwise, and destroy the truth of the cylinder bore.

Test for Tire Solution.

A good test for tire solution to be used in motorcycle tires, which is said to prove whether it is sufficiently strong for the purpose is to squeeze a little bead of the questioned substance out of the tube and then touching it with the finger, observe how far a thread of it can be drawn without breaking. If the cement is right for the purpose, it ought to stretch out to at least a yard in this way.

WEHMAN WORKS OUT OF TROUBLES

His Ingenuity Serves Him Well in Motorcycle Difficulties—Why He Advocates the Two-Speed Gear.

Although he does not show it, for his years, Henry J. Wehman, secretary of the Federation of American Motorcyclists, has had an amount of experience with motorcycle details which has served to make him one of the cleverest amateur repairmen to be found in a week's walk and a bureau of information for the man in trouble. In the course of a narrative of some of his tribulations with bothersome ignition batteries a few days since, he casually dropped a hint or two which, while reflecting plenty of credit on his own ingenuity, also are worth as much more because of their instructiveness.

"I had been having a lot of trouble with a battery connection which refused to hold the wire for any length of time," he said, speaking of the most recent episode. "Finally, after I had tinkered with it for some time the little brass connector broke away from the metallic case of the cell, and left me nothing to tie to. I was bothered for a while, and then, because I did not relish the idea of pedaling home, I began to think a bit. 'The wire goes onto the screw cup,' I said to myself, 'and the screw cup is fastened to the outer wall of the battery. If then, the screw cup is useless, why not attach the wire directly to the zinc case which forms the container of the cell, and have done with it?' So I bored a little hole in the zinc, poked the wire through it and twisted over the end—and I am still using the same battery with its connections undisturbed.

"And that reminds me," he continued, after pausing long enough to permit his hearer to absorb and properly appreciate the simplicity of the remedy, "that reminds me of another time quite a while ago, when I had the connection break off the middle or carbon pole of a cell in much the same way. Perhaps if I hadn't studied it all out then, I should not have been so ready to fix up the wire on the zinc side. But anyhow, as it happened, the little carbon rod which forms the positive pole of the battery was broken off just far enough above the wax which seals the jar so that I could get a little hole through it by working carefully and slowly with my pocket knife, and that's exactly what I did, and again I was able to fasten the wire. On another occasion," he went on calmly, not noticing the interruption when he was asked what he would have done if the break had been lower down, "the carbon broke off clean just even with the wax in the top of the case and I was stuck for fair. But after a while I got the right idea and drove a wire nail right down through the wax on a slant,

and roster, to be issued by the Bicycling taking care to stop hammering just when it came into contact with the pole in the center of the cell, and held there firmly. Then I just twisted the end of the wire around the nail and everything was lovely once more."

Wehman, by the way, has become one of the strongest enthusiasts on the two-speed gear question. He has adapted an N. S. U. gear to his Curtiss motor, and after several months' use gives it as his opinion that whether for bicycle or tri-car work, the variable gear is the real thing. It is not alone for facility in starting and for hill climbing that the lower gear is useful, as he explains, but also for securing even traction on moist or slippery roads, as well as in traversing rough or muddy tracts which with the ordinary, fixed gear would have to be pedaled or driven at a dangerous rate of speed in order to get the motor to do its work properly. Wehman says he subscribes heartily to the Bicycling World's opinion that the future of the tandem or tri-car rests absolutely on the two-speed gear. And, at that, Mrs. Wehman is in the featherweight class.

Points on Patching Inner Tubes.

Although many riders do not know it, "Jiffy" and other heavy tire solutions are quite as useful for repairing the heavy inner tubes of motorcycle tires as for bicycle tires of either single or double tube construction. This from a rider who has been using it for a good many years and has had ample opportunity to judge of its advantages. It is stickier and takes a trifle longer to dry than the lighter preparations, and is thicker and consequently if anything less easy to handle, but on the other hand, once set, it is capable of forming a much stronger joint and is thus better and more lasting in its effect.

When applying the solution, it is best to insert the nozzle of the solution tube well into the opening turning it around at the same time so as to distribute the cement on all sides of the hole, pressing the tube so as to exude a small quantity of its contents entirely through the opening and into the tube. In this way when the repair has set, a bead of pure rubber is formed on the inside of the tube which tends to close the puncture and to support the walls of the repair as well as the solution which is forced into it, thus strengthening it and preventing any tendency for the edges to work. Another advantage of the heavy solution is that when applied evenly on the surface it tends to close up any minute openings otherwise unnoticeable and to fill up any small ridges or depressions that may be caused in putting the patch in place, thus leaving no room for leaks or air bubbles.

The Retail Record.

St. Johnsbury, Vt.—Browne & Wright; dissolved partnership; W. A. Wright continues.

TO DISCUSS SUBJECT OF EXPORTS

This Topic Added to Program for Atlantic City Meeting—Late Appointments Round Out Committee Lists.

The long neglected subject of exports finally is to receive some attention from the organized cycle trade. Unprecedented indication of the fact is contained in the invitation extended to Edward L. Rosenfeld, of the exporting firm of Guiterman, Rosenfeld & Co., New York, to address the joint open meeting of the Cycle Manufacturers' Association and the Cycle Parts and Accessories Association, at Atlantic City on August 7th. Mr. Guiterman very heartily accepted the invitation, expressing his glad surprise at such evidence of renewed interest in the important matter, and as he knows what's what about the export trade and in former years handled immense quantities of American cycle wares, his address scarcely can fail to prove of real benefit.

The addition of Mr. Guiterman to the list of speakers increases the number of addresses to be delivered to four. The other speakers will be E. S. Fretz, Light Mfg. and Foundry Co.; W. H. Crosby, the Crosby Co. and president of the C. P. A. A., and P. R. Robinson, New York Sporting Goods Co.

One other "number" has been added to the program—a bowling match between teams representing the C. M. A. and the C. P. A. A. It will occur Wednesday night, August 7th, and is expected to provide lots of "action." W. G. Schack, of the Emblem Mfg. Co., has been appointed chairman of a committee to arrange this feature. Who will comprise the respective teams is a deep, dark secret but it is said that so much talent will be developed that the men who roll only "high balls" and incline to "set 'em up again" on the same alley will have occasion for reflection.

Messrs. Surre, Webster, Wallburg and Harris, the committee in charge of the arrangements for the meeting, have about completed every detail and now are practically resting on their oars.

Col. George Pope has been chosen as grand marshal of the bicycle run on the 9th and Albert L. Pope as toastmaster at the clam bake at the Inlet on the 8th. The "musical directors" at the latter function will be George J. Bradley, Clarence E. Whitney and C. F. U. Kelly, appointments which assure that there will be no dirges rendered. As at least one of the trio was last year the moving spirit in the daybreak auction "sale" of the million dollar steel pier at Atlantic City, it is possible therefore that before the last clam is disposed of, the Inlet or the ocean itself may be raffled off.



First
Up Pike's Peak



First
Up Mount Wilson

The R-S Slogan

“Built and Tested in the Mountains”
is full of meaning.

It means the power and ability to show the way up such long, steep, dizzy heights as Pike's Peak in Colorado, and Mt. Wilson in California. The R-S went up the latter mountain in 61 minutes; the only automobile that succeeded required three hours. The ascents were not promoted or prompted by ourselves and were made by private owners using stock models—the same kind you get for your money.

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Reading, Pa.

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FIK TIKS

are that happy medium of lightness and strength that insures Comfort and Long Wear.

¶ With our 1907 product, the Standard of Quality as set by us is the Very Highest—and no effort will be spared by us to maintain it in every respect.

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To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, JULY 27, 1907.

"In enclosing my check for another year of the Bicycling World, I must say that it pleases me greatly to thus renew my subscription. I cannot see how it is possible for any one interested in cycling or motorcycling to do without the Bicycling World."—Louis Lakowski, Jr., New York.

Motorcycling and the F. A. M.

Next week motorcycles will have their "day." The day really will be constituted of five days practically rolled into one and there will be enough "doing" to make it memorable and to bring home to very many thousands the truth that the power driven bicycle has "come on" apace.

In the endurance contests and the National meets, which are inwoven with the name Federation of American Motorcyclists, is contained much of the spirit and enthusiasm that served to make the bicycle no small factor in the world's being. They are of general interest because of the fact. While they smack of holiday-making, the useful purposes which they serve are plain to any man who can see below the surface. What the League of American Wheelmen accomplished for the cycling interests, and

for which it received and receives all too scant recognition, the Federation of American Motorcyclists is performing for the cause of motorcycling. In its comparatively short span of existence, it has done a remarkable amount of work that is as useful as it is far reaching. Its holiday season lends point to the truth. Its position cannot be more succinctly summarized than is done in the official program of the national meet which occurs in Providence next week, as follows:

"It has been well said that all that has been done for motorcycling in America has been done by the Federation of American Motorcyclists. Without the F. A. M., the interests of motorcycling would have been much like scattered threads. Under its guidance and protection, the scattered threads were gathered and woven into a common cause with well defined aims and purposes cemented by that bond of fraternalism of which the national meet in Providence is but a symbol.

"The cause of a motorcyclist anywhere is the cause of motorcyclists everywhere," is a sentiment to which all should right heartily subscribe. It is the sentiment which underlies the structure of the F. A. M., which, when the rights of motorcyclists were challenged, did not hesitate the more to throw its strength and its funds into the state where motorcyclists were few than into the state where its members were most numerous.

"Few kindred organizations have accomplished so much in so short a time. In the four brief years of its existence—it was organized in Brooklyn, N. Y., September 7, 1903—the F. A. M. has rendered signal service in many states as widely separated as are Connecticut and California. All the favorable legislation that has been placed on the statutes is due wholly to its efforts. Although there are those who share the benefits and know it not, the absence of fees, or the prevalence of minimum fees and the 'right of assage,' without payment, from one state into another—to mention but some of the fruits of its legislative work—are direct achievements of the F. A. M. which are felt personally and personally by every man who rides a motorcycle, and which should move them to join the ranks that the good work may be preserved and furthered.

"The F. A. M. has brought the sport of motorcycling from a condition akin to anarchy to a state of well ordered decency

that assures every competitor a square deal. It has given the sport firm foundation and wide recognition, and through this recognition, bound by alliance with the Amateur Athletic Union, the American Automobile Association, and the National Cycling Association, its influence is effective and far reaching. Through its rules and its national endurance and reliability and economy contests, the F. A. M. has brought home to the public the practicability and manifold usefulness of motorcycles, and thus has spread the great gospel of motorcycling. It has left its imprint in every direction, and always the imprint has pointed forward and to higher accomplishments.

"Of its own members it has been particularly mindful. The handsome badge and the rightly named Helping Hand Book are two perquisites of membership that of themselves are worth much more than the membership fee. The diary and road maps, the discounts rendered possible on subscriptions to motorcycle publications, the bureau of information and the system of officially registered repair shops at which discounts are available are other tangible services that speak of unremitting usefulness and returns, and of the effort to increase such service.

"If you are not a member of the F. A. M., you owe it to yourself, and to those who are watchful and faithful to your interests, to become one without delay."

Perhaps the most striking illustration of service rendered by the organization is contained in that comparative table of figures which was presented in one of the official reports of a year ago. It demonstrates, as words cannot, the relative costs of the "right of passage" in seven States in which the F. A. M. had done quiet but effective work, as follows:

	Automobilist.	Motorcyclist.
Connecticut	\$2	\$1
New York	2	0
New Jersey	4	1
Pennsylvania	3	3
Delaware	2	0
Maryland	3	0
Virginia	2	0
	\$18	\$5

If appealing to a man's pocketbook, is appealing to his heart, not many motorcyclists would remain outside the F. A. M. fold.

"The Bicycling World is worth all that may be asked for it. I cannot do without it."—R. M. Thompson, Los Angeles, Cal.

CORRESPONDENCE

Good Words for Two-Speed Gear.

Editor of the Bicycling World:

Doubtless quite a number of the readers of the Bicycling World and Motorcycle Review have the Standard two-speed and automatic coaster brake hub fitted to their wheels, and those who hold back from having this clever labor-saving device incorporated into their machines, fearing it might not prove satisfactory under the more or less exacting requirements of every day cycling, should at once disabuse their minds of any suspicion that it would not do the work claimed for it.

I have had a Standard in use about 18 months, over roads good, bad and indifferent—mostly indifferent, and have had the utmost satisfaction with it. The gears are 84 high, and 59 low, sprockets 24 by 8, by $\frac{1}{8}$ by 1 inch pitch. The low speed has been called upon to do fully three-eighths of the total distance ridden, from which it will be inferred that the roads negotiated were mostly hilly, and when hilly and indifferent roads and a 175 avoidupois rider are taken in conjunction, it follows that the Standard was up against it for arduous work. The hub, however, was fully equal to the task, and having it apart four months ago for cleaning purposes, I was enabled to thoroughly appreciate, from personal examination of its parts, the fine mechanical workmanship apparent on each piece of the mechanism, and incidentally to note the amount of wear the parts had undergone.

The teeth on the annular ring of the sprocket were in perfect order, as also were the teeth of central or sun gear; but the pinion or planet gear teeth were somewhat worn, which was not surprising considering they are always revolving on the pinion gear pins, except when driving on the high speed, during which the sprocket, pinions and central gear are, of course, locked together. The right axle or stationary cone was also a bit worn; on one side right through the case hardening. May I suggest to the Standard Co. that they case harden their cones a wee bit deeper, which would give a longer wearing surface? May I also suggest that they have the axle frame nuts a closer fit on axle thread, so as to allow them to be set up tighter without danger of stripping? Every other part of the hub was in perfect condition, and showed no sign whatever of wear.

The free wheel clutch is very positive, and the clutch rolls, situated in the central gear pockets, lock the central gear to movable clutch member when required, with a non-slipping action which is most effective. The brake, actuated by the sprocket, brake shoe ratchet and rollers, is sensitive, powerful and moiseless when "on" if a little oil is injected now and again between brake shoe and hub shell; and as the shoe is com-

posed of bronze, no "firing" or locking can take place.

I would advise the average cyclist when his two-speed requires cleaning, etc., to take it to a competent repairer, unless he (the cyclist) has what is commonly called a "mechanical turn," for it is one thing to take down or unassemble a speed hub, and quite another proposition to reassemble the parts so that the tout ensemble will work like the proverbial clock.

The bicycle to which my Standard is fitted is a 1905, Model 148, Columbia; 24-inch frame, steel rims, 28-inch wheel, Dunlop $1\frac{1}{2}$ -inch shoes; G & J inner tubes; crank bracket 3 inches drop; cranks $6\frac{1}{2}$ inches; wheel base $42\frac{1}{2}$ inches; tread $3\frac{1}{2}$ inches; front fork full nicked and frame enameled black. The plated front fork gives the machine a fine appearance, but requires a little attention to keep it bright. I built in the Thor front hub, and Standard rear hub, and have had the greatest satisfaction out of each and every part of the machine. No, I am not a repairer, but do the work through a liking for it. In conclusion, would like to mention that I have found the Standard Co. and other American firms I have had a few minor dealings with during the past ten years, most courteous and obliging in every way.

WM. A. THORBURN,
St. Johns, Newfoundland.

Physician Calls for Free Engines.

Editor of the Bicycling World:

Let me thank you for your editorial of July 6th, "The Call for Free Engines." I have only been riding a motorcycle for two weeks, but it did not take two hours of pedaling to start my Indian with its tri-car, before I made almost the verbatim kick to my chum that you make so well, so "Lay on McDuff!"

Apropos—What is the matter with the "Fit All" two speed gear as described in the Bicycling World of April 6th, p. 37? Can you put me in touch with the agents for this and other such attachments, and greatly oblige me? I want the best one in the market that is available for my use. In my professional work I have several old lake beds to cross. The sand is from 2 to 6 inches deep. The sun is busy at a hundred and 'steen degrees. I revolt at pedaling either to start or maintain under such circumstances. The necessity for it is a reproach to our American manufacturers. I and hundreds of other M. D.'s will appreciate your valuable aid in urging the perfection of the motorcycle for our use, as well as our recreation.

WELLS LE FEVRE, M. D.,
Pine Bluff, Ark.

What's Effect of the Oil on Tires?

Editor of the Bicycling World:

What is the effect on tires of traveling over oiled roads? I am curious to know whether bad results are commonly experi-

COMING EVENTS

August 25, Valley Stream, N. Y.—Century Road Club Association's 10-mile handicap road race; open.

July 28, Hammonon, N. J.—Stroud Wheelmen's 20-mile handicap road race; open.

Valley Stream, L. I.—Empire City Wheelmen ten mile road race (outlaw auspices).

July 30-31, New York City—Federation of American Motorcyclists' national endurance contest, New York to Providence, R. I.; open.

Aug. 1, 2, 3, 4, Providence, R. I.—Federation of American Motorcyclists' national meet.

August 3, Boston, Mass.—League of American Wheelmen's reunion.

August 4, Glenwood Springs, Col.—Glenwood Wheel Club's tenth annual 25-mile handicap road race; open.

August 6, 7, 8, 9, Atlantic City, N. J.—Midsummer meeting of the Cycle Manufacturers' Association and Cycle Parts and Accessories Association.

August 9, Atlantic City, N. J.—25 miles Industrial Handicap, and 5 miles Young America Handicap, under auspices of the Atlantic City Wheelmen, with the patronage of the Cycle Manufacturers' Association and Cycle Parts and Accessories Association.

(Cards similar to the following and applying only to racing events, will be inserted at \$1 per inch, per issue.)

BIGGEST ROAD EVENTS IN A DECADE.

25-Miles Industrial Handicap, and

5-Miles Young America Handicap,

(for boys under 15 years of age)
at Atlantic City, N. J., Aug. 9th.

FOR ENTRY BLANKS

Address: F. L. Valiant, 939 Eighth Avenue, New York, or Charles Van Doren, Atlantic City.

BIGGEST AND FINEST LINE OF PRIZES EVER OFFERED.

enced in view of the injurious effect of oil on rubber. BICYCLIST.

About Adjusting the Coaster Brake.

It is important that the adjusting cone at the sprocket end of a coaster brake be kept screwed down snugly. If the wheel is permitted even a slight amount of side play, or the cone works loose, the balls and retainers are liable to break and damage the hub beyond repair.

SIXTY ENLISTED FOR ENDURANCE CONTEST

Largest Field That Ever Engaged in the National Event—Thirteen States Represented—Route and Rules That Will Provide a Good All-Around Test of Both Men and Machines.

THE ENTRANTS AND THEIR MOUNTS

CLASS A—SINGLE CYLINDER MOTORCYCLES.

No.	Rider.	Mount.	H.P.	Trans- mission	No.	Rider.	Mount.	H.P.	Trans- mission
1	John F. McLoughlin, New York City.....	N. S. U.	3¾	Belt	33	George A. Tuckey, Springfield, Mass....	R. S.	3	Chain
3	*Frank E. Dalton, New York City.....	N. S. U.	3¾	Belt	34	George A. Snow, Hartford, Conn.....	R. S.	3	Chain
4	J. A. Schleicher, Mt. Vernon, N. Y....	Indian	1¾	Chain	36	A. L. Hilaman, Moorestown, N. J.....	Hilaman	3½	Belt
6	B. A. Swenson, Providence, R. I.....	Merkel	3	Belt	37	*Ralph Sporleder, Wauwatosa, Wis.....	Harl-Dvsn	3	Belt
7	F. A. Baker, New York City.....	Indian	2¼	Roller	38	*Alexander Klein, Philadelphia, Pa.....	Harl-Dvsn	3	Belt
8	*Theo. K. Hastings, New York City....	Indian	2¼	Roller	39	George A. Ruck, New York City.....	Indian	1¾	Chain
9	Stanley T. Kellogg, Bridgeport, Conn..	Indian	2¼	Roller	40	Percy Drummond, Newark, N. J.....	Indian	2¼	Roller
10	Fred'k Koch, Newark, N. J.....	Merkel	3	Belt	42	*Walter Savery, Brooklyn, N. Y.....	Simplex	3½	Belt
11	John R. Ball, Milwaukee, Wis.....	Merkel	3	Belt	46	Edward Brereton, New Haven, Conn..	R. S.	3	Chain
12	*E. Y. White, San Antonio, Texas.....	E. Y. W.	1¾	Belt	47	*James S. Nisbett, Providence, R. I....	Merkel	2¼	Belt
13	H. A. Glieman, New York City.....	Curtiss	2½	Belt	48	*Clarence Loftes, Cranston, R. I.....	Merkel	2¼	Belt
14	A. B. Coffman, Toledo, Ohio.....	Yale-Cal.	2	Belt	49	Walter Goerke, Brooklyn, N. Y.....	Indian	2¼	Roller
15	S. J. Chubbuck, Toledo, Ohio.....	Yale-Cal.	2	Belt	50	Geo. N. Holden, Springfield, Mass....	Indian	2¼	Chain
16	J. W. Tassell, Toledo, Ohio.....	Yale-Cal.	2	Belt	51	Bert S. Barrows, Springfield, Mass....	Indian	2¼	Chain
18	*Lyle Geiger, Braddock, Pa.....	Racycle	2¼	Chain	52	*J. A. Turner, Chicago, Ill.....	Armac	3	Chain
19	A. G. Schmidt, Sharpsburg, Pa.....	Indian	2¼	Roller	53	*Peter H. Cox, New Haven, Conn.....	Indian	2¼	Chain
20	W. F. Mann, Yonkers, N. Y.....	Indian	2¼	Roller	54	J. S. Seidell, Springfield, Mass.....	R. S.	3	Chain
23	*F. M. Dampman, New York City.....	Royal	2¾	Spur	55	Wm. G. Schaeffer, Reading, Pa.....	R. S.	3	Chain
24	A. B. Porter, La Salle, Ill.....	Manson	2¼	Chain	56	G. C. Smith, Newark, N. J.....	R. S.	3	Chain
28	*G. M. Wilson, Shelton, Conn.....	Indian	2¼	Roller	57	*L. H. Guterman, New York City.....	Indian	2¼	Roller
29	*J. J. O'Connor, Hartford, Conn.....	Indian	1¾	Chain	58	*Edw. F. Duffy, Yonkers, N. Y.....	Indian	2¼	Roller
30	Shelton Sturges, Shelton, Conn.....	Indian	2¼	Chain	59	Henry Jarmie, New Haven, Conn.....	R. S.	3	Chain
31	Howard A. French, Baltimore, Md.....	Indian	2¼	Roller	60	*J. P. Thornley, New York City.....	Indian	2¼	Roller

CLASS B—MULTICYLINDER MOTORCYCLES.

No.	Rider.	Mount.	H.P.	Trans- mission	No.	Rider.	Mount.	H.P.	Trans- mission
2	A. G. Chapple, New York City.....	N. S. U.	6	Belt	27	O. Hedstrom, Springfield, Mass.....	Indian	4	Roller
5	Albert Cook, Hammondsport, N. Y....	Curtiss	5	Belt	32	Chas. W. Van Sickle, Hammond, Ind..	Indian	4	Roller
17	*T. J. Deupree, Memphis, Tenn.....	Indian	4	Roller	35	*J. L. Pickering, Providence, R. I.....	Indian	4	Roller
21	Earle L. Ovington, New York City....	F. N.	4	Bevel	41	A. T. Wilson, Philadelphia, Pa.....	Simplex	5	Belt
22	*David D. Dessau, New York City.....	F. N.	4	Bevel	43	*Howard K. Wray, Bayshore, N. Y.....	Simplex	7	Belt
25	W. H. Wray, Brooklyn, N. Y.....	Simplex	5	Belt	44	*Samuel B. Rose, New York City.....	Indian	4	Roller
26	Russell Smith, Scarsdale, N. Y.....	Simplex	5	Belt	45	Edward Robling, Scranton, Pa.....	Bijou	3½	Belt

* Eligible for Private Owners' Medal.

With 60 actual entries and one other held in abeyance, the sixth National endurance contest, under the auspices of the Federation of American Motorcyclists, which will be inaugurated at 4:30 o'clock on Monday morning next, 30th inst., will be by far the largest motorcycle contest of any sort that has occurred in this country. The nearest approach to it was the endurance contest of 1905, from New York to Waltham, Mass., in which there were 43 starters.

The entry list is thoroughly representative of the industry and indicative of the truly national character of the event. There are 14 brands of motorcycles and 13 states represented. Twenty-two of the entrants have certified to their eligibility for the private owner's medal. Of the sixty entrants, forty-six are listed in Class A, for those using single cylinder machines, and 14 in Class B, restricted to those employing multicylinders. In the latter class, all save two F. N.'s, which have four cylinders, are "doubles." Of the 60 motorcycles, 23 employ belt transmission, 17 have chains, 17 chain and roller gear, 2 bevel gear and chain and spur gear. The

Armac, to be ridden by J. A. Turner, of Chicago, while normally a belt driven machine, is fitted with a chain.

The route of the endurance contest, as is fairly well known, is from New York to Providence, R. I., where the annual meet of the F. A. M. will be held August 1, 2 and 3. Instead of employing the direct route, however, the course of the contest will first run northward along the eastern shore of the Hudson to Poughkeepsie and thence eastward and across the Berkshire range in Massachusetts, via Lakeville, Conn. and Lenox, Lee, Chester and Westfield, Mass., to Springfield; 200.3, which is the first day's destination and there the competitor's machines will be placed under lock and key and in the care of a watchman, no repairs being permitted overnight. The following day, or rather half-day, July 31, the run will be from Springfield via Worcester to Providence, 105.1 miles, making a total of 305.4 miles.

Poughkeepsie, Springfield, Worcester and Providence, or more correctly, Hills Grove track, 8 miles removed from the city proper, will be the controls at which

the contenders' time will be recorded. In addition, they will be checked at Lenox and in the city of Providence proper, which will require that they stop and sign the score sheets at those points. The schedule is based on a speed of 15 miles per hour and as the men will be started at one minute intervals in the order of their numbering, Nos. 1, 2, 3 and 4 will be due at the controls at the following times, the others in their respective squads of four, naturally being due to arrive at corresponding intervals of one minute:

Tuesday, July 30.
Leave New York (B'way and 88th street)..... 4.30 a. m.
Arrive Poughkeepsie, 78.3 miles... 9.43 p. m.
" Springfield, 200.3 miles... 5.51 p. m.

Wednesday, July 31.
Leave Springfield (Geisel's Garage) 7.00 a. m.
Arrive Worcester, 252.3 miles... 10.28 a. m.
" Providence (track) 305.1 miles 2.01 p. m.

The initial credit will be 1,000 points and penalties at the rate of one point per minute will be incurred for tardiness and two points per minute for exceeding the schedule, while an excess of 30 minutes

will entail immediate disqualification. As the riders are prohibited from coming in sight of controls and then waiting for time to elapse, judgment of time and pace is more than a mere figure of speech.

The route includes practically every sort and condition of road, from the sublime to the ridiculous, the sublime being in a respectful minority. Generally speaking, however, the roads are hard if not smooth. But there are 50 or 60 miles of sand, dirt and ruts with outcroppings of stones, and in the event of rain the contestants will obtain experience in large chunks. Between New York and Springfield there are more hills than levels and several of them are easier to go up than go down.

Incidental to the first day's travel, a hill climbing test will be held on Morey's Hill, which is the westerly slope of Jacob's Ladder, a famously steep Berkshire grade near West Becket, Mass. Morey's itself is "no slouch," its angle being acute and its surface a rough, narrow dirt road, "ornamented" with stones and crossed by several water-breaks or "thankyema'ams." Time will not be a factor in the test but in Class A failure to make the ascent without dismounting will entail a penalty of 25 points while pedaling will cause a loss of 10 points. In Class B, made up of powerful multi-cylinder machines, the penalties will be more severe, viz.: 50 points for failure, 25 points for pedaling.

On arrival at Hills Grove track, Providence, on the second day, the survivors will be put through a "course of sprouts" on the track, designed to test the economy or "appetite" of their tired motors. After their tanks and carburettors have been emptied, they will be replenished with one pint of gasoline and without further adjustment than may be made without the use of tools, they will be required to complete the greatest distance possible at a speed that shall average not less than 15 miles per hour.

In this test, penalties will be incurred in the order of finish. Thus, if forty men start in Class A the leader in the economy test will incur no penalization, but the second man will be charged with the loss of one point; the third, two points; and the fortieth man, thirty-nine points. In Class B, the basis of scoring will be similar, but separate and apart from Class A.

A diamond medal will be awarded for the best score in each class. In Class A, there will be awarded nine additional medals, combining gold and silver, for the next succeeding best scores, and in Class B, provided there be not less than 12 starters, three additional medals of gold and silver will be similarly awarded. A special gold medal will be awarded for the best score made by the contestant who is not engaged in the manufacture, sale, repair or operation of motors or motorcycles as a trade or profession, and whose machine shall have been his private and absolute property for at

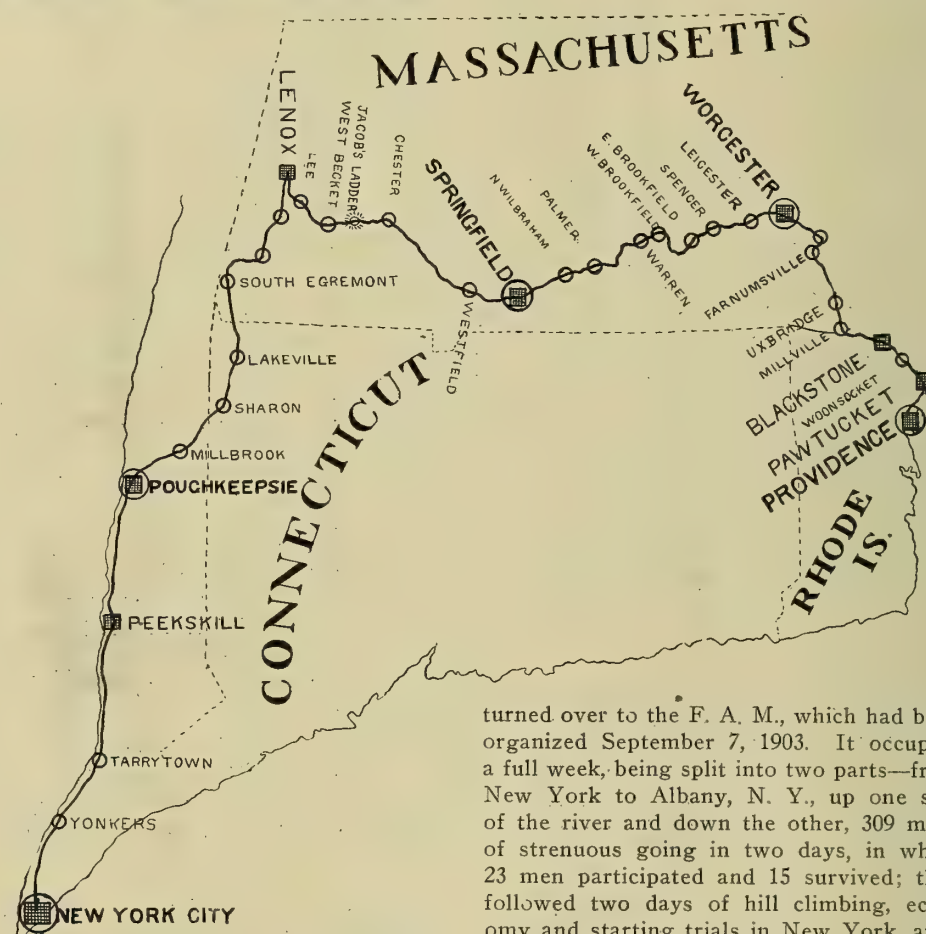
least fifteen days preceeding the date of the contest.

Roland Douglas, Chairman of the F. A. M. Competition Committee, will be the referee of the contest, the organization of which has been in the hands of a committee, of which H. J. Wehman is the chairman, with Mr. Douglas and M. E. Toepel as his associates.

Apart from the influx of Western and Southern riders who are coming from 1,000

spectively. Of 31 starters only 13 survived, 7 of them with perfect scores. In 1903 the New York Motorcycle Club had been formed with Betts as one of the charter members. The contest of that year, New York to Worcester and return, 394 miles in three days, was therefore run under the joint auspices of the Metropole C. C. and the new motorcycle club. Of 31 starters 16 survived, of whom 14 had perfect scores.

In 1904, the contest was nationalized and



ROUTE OF F. A. M. ENDURANCE CONTEST

to 2,500 miles to engage in the contest, further evidence of its increased interest and importance is contained in the fact that representatives of the G & J Tire Co. will follow the contenders in an automobile loaded with tire supplies in order to relieve tire troubles as much as possible.

The contest, which will be started on Tuesday next, will be the sixth of the sort and the fourth that has been conducted by the F. A. M. But this form of sport owes its inception to the man who now is president of that organization, R. G. Betts. In 1902, he was the leading spirit in the Metropole Cycling Club of New York and already interested in motorcycling. As a result, he organized and managed the first endurance contest which occurred July 3 and 4 of that year. The route was from Boston to New York, 254 miles, which were covered in two days, 126 and 128 miles, re-

turned over to the F. A. M., which had been organized September 7, 1903. It occupied a full week, being split into two parts—from New York to Albany, N. Y., up one side of the river and down the other, 309 miles of strenuous going in two days, in which 23 men participated and 15 survived; then followed two days of hill climbing, economy and starting trials in New York, after which the road work was resumed, the run, two days, being from New York through the never to be forgotten sand beds of Delaware and Maryland, to Cambridge, Md., 271 miles. Of the 16 men who had enlisted for the "whole course," 12 survived. Individual awards were made on this occasion, Geo. N. Holden, of Springfield, Mass., winning the first prize.

In 1905 New York to Waltham, Mass., 250 miles in one day, was the route of the contest. It was the longest contest that has ever been held, but nevertheless 34 of 43 starters completed the distance, 26 of them being marked perfect. In 1906 New York to Rochester, N. Y., 389.8 miles, was the venue, 228.8 miles being the first day's requirement. It was another memorable affair, rain on the first day being followed by a cloudburst about 50 miles from Rochester, fairly "drowning out" half of those who were still in the running. Of 34 starters, only 11 survived the mud and water, 6 having perfect scores.

PROVIDENCE PROGRAM FULL OF PROMISE

When the endurance contest reaches Providence early next Wednesday afternoon, July 31st, the fifth annual meet of the Federation of American Motorcyclists will really have begun, although officially it will not be inaugurated until the following morning. The contest always has been so much like the first act of the annual gathering that it is difficult to drop a curtain or draw a line between them.

Apart from the F. A. M. meet, Providence itself will be en fete during all of next week. It is "Old Home Week" in the Rhode Island metropolis, and the meet will be a part of the celebration and the celebration will be a part of the meet. As a result and as one of the Providence Motorcycle Club's committeemen expressed it, "there will be something doing all the while." If, of the continuous round of gaiety any one form of festivity or entertainment may be said to have the center of the stage, motorcycling would appear to be that form. For not only will the city close its eyes to the existence of such things as registration and license laws, but it has placed at the disposal of the Providence Motorcycle Club and the F. A. M. a hill in the very heart of the city and will practically turn over its best and most beautiful boulevard for the better part of a day and also has the city provided a substantial sum for the purchase of unusually handsome prizes for the contests that will be held on hill and boulevard. Other sports and other pastimes also have been voted sums of money, but no hills or thoroughfares have been presented to them. These sports and pastimes will, of course, provide entertainment for the multitude which will visit the city during the week and undoubtedly very many of them will receive their first impressions of motorcycling on the occasion, which will be in the nature of "spreading the gospel." The man who "knows motorcycling" and who will visit Providence solely because of the F. A. M. meet and of his relish for motorcycle sport will have his fill of it. So fast and furious will be the sport on August 1 and 2 that there scarce will be time for meals. It will begin at 8 o'clock on the former date when the straightaway mile trials on Blackstone boulevard will occur. At 10 o'clock the 20 miles Colonial Handicap on the same course will be run; the afternoon will be occupied by the races on Hills Grove track, the two-mile national championship and the first team race for the Betts Shield being included in the day's program. At 9 o'clock the next morning the thread will be taken up in the form of the hill climbing contests on Francis street hill, a not very terrifying quarter mile grade, and as an effort will be made to run the event in two-men heats, the fastest heat winners to meet in a final, there should be more

real interest and excitement than usually attaches to a contest of the sort. In the afternoon, another card of races will be decided at Hills Grove, among them the one mile and five miles championships.

Not to mention the annual meeting and election of the F. A. M., nor the run to famous Newport and Narragansetts Pier,

2 p. m.; 5—One mile novice, single cylinders; owners to ride.

6—Five mile Rhode Island championship, double cylinders, owners to ride.

7—Two-mile F. A. M. national championship.

8—Two-mile open, single cylinder.

9—Five-mile handicap.

THE MEN WHO WILL MANAGE THE MEET.



Seated—B. L. BARNES, Vice Chairman; W. A. SUDDARD, Chairman; E. A. SWENSON, Treasurer.
Standing—W. L. MEDHURST, Secretary; E. L. BUFFINGTON, Chairman ex-officio.

both at the height of their sports and bathing seasons, the program is made up of 22 numbers, as follows:

Thursday, August 1.

8 a. m.: 1—One mile straightaway against time, for motorcycles not over 30½ inches piston displacement.

2—One mile straightaway against time, for motorcycles not over 61 cubic inches piston displacement.

3—One mile straightaway against time, free-for-all.

10 a. m.: 4—20-mile Colonial handicap motorcycle road race, over course 3 3-10 miles.

10—Fifty-mile challenge club team race for Betts Shield, value \$150.

11—Five-mile, free-for-all.

Friday, August 2.

9 a. m.: Hill climb on Francis street.

12—For motorcycles not over 35½ cubic inches piston displacement.

13—For motorcycles not over 61 cubic inches piston displacement.

14—Free-for-all.

2 p. m., Hills Grove track:

15—Two-mile for Rhode Island riders

who never won first prize, single cylinders, owners to ride.

16—Five-mile, free-for-all.

17—Three-mile open, single cylinder.

18—One-mile F. A. M. national championship.

19—Five-mile Rhode Island championship, single cylinder, owner to ride.

20—Ten-mile F. A. M. national championship.

21—Ten-mile handicap.



H. J. WEHMAN, Secretary F. A. M.

22—Two-mile consolation, for riders who have not won a prize in any contest during the meet, using same motorcycles as used by them in the contests.

Saturday, August 3.

9 a. m.—Run to Narragansett Pier and Newport; dinner with Newport Motorcycle Club. Return by boat.

8 p. m.—F. A. M. annual meeting and election of officers; also Providence Motorcycle Club's "spread."

That the Providence meet will attract the

largest gathering of motorcyclists seen in this country is certain. On no previous occasion was half so much interest or enthusiasm displayed; it has reached far and for



R. G. BETTS, President, F. A. M.

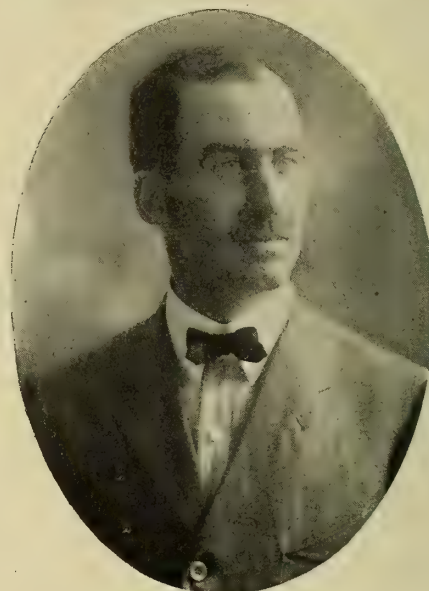
the first time, the West and the South will be comparatively well represented. The fact that owing to the Old Home festivities, excursion fares on practically all railways are available is likewise an item not to be overlooked.

The meet is being conducted under the auspices of the Providence Motorcycle Club, the active promotion and management being vested in the following executive committee: Chairman ex-officio, E. L. Buffington, president P. M. C.; chairman, W. A. Suddard; vice-chairman, B. L. Barnes; secretary, W. L. Medhurst; treasurer, B. A. Swenson; assistant treasurer, Frank E. Domina.

The present officers of the F. A. M. are: President, R. G. Betts, New York; secretary, Henry J. Wehman, New York; treas-

urer, G. B. Gibson, Westboro, Mass; vice-presidents: for Eastern district, Theodore K. Hastings, New York City; for Southern district, Howard A. French, Baltimore, Md.; for Western district, Irving R. Hall, Oak Park, Ill.; for Pacific district, Frank M. Byrne, San Francisco, Cal.

Politics have not yet crept into the F. A. M., and so far as the forthcoming election is concerned the field is an open one. No



G. B. GIBSON, Treasurer, F. A. M.

candidates have declared themselves or been declared, and it is no secret that both President Betts and Secretary Wehman, who have served four and three terms, respectively, will welcome an opportunity to get out of harness.

The gathering in Providence will be the fifth annual meet of the F. A. M., which was organized in Brooklyn, N. Y., September 7, 1903. The succeeding meets were held as follows: 1904, Cambridge, Md.; 1905, Waltham, Mass.; 1906, Rochester, N. Y.

Unusual Accident to Boy Cyclist.

In a most unusual accident, brought about apparently by his own carelessness. John Lowé, a 10-year-old boy of Cranford, N. J., suffered fractures of both ankles, one evening last week. He was riding his bicycle on Forest avenue, when in some way one of his feet slipped from the pedals and became wedged between the crank and the frame. So tightly was it held in place that after trying in various other ways to extricate the lad from his predicament, a machinist who had been summoned was forced to saw away a portion of the frame to free the boy's foot.

Maggini Wins Uphill Handicap.

San Jose, Cal., tried something new on Sunday, 14th inst. It was a motorcycle handicap race up a hill, measuring 2.6 miles long. Levi Maggini, riding an R-S, won the silver trophy offered to the rider making

the best time, covering the course in 6 minutes flat, an average of 2:18 for the mile. Because of the dangerous course, a dozen riders refused to start; five riders however, participated. H. Ulrich was the first rider to be sent off and following at one minute intervals were: H. Cunningham, Ted Belloli, B. Ferrari and Maggini. The latter overhauled Ferrari on the hill and beat him to the tape by 30 seconds, the time being 6 minutes. Of the others Belloli made the best showing in 6:30; Ulrich finished in 7:30 and Ferrari in the same time.

Indiana Motorcyclists Organize.

The Indiana Motorcycle Club, Indianapolis, came into being on Monday last, 22d inst., chiefly through the efforts of Charles Wyatt, who was chosen as its president. Robert Sturm is secretary and Walter Berner treasurer.

Splinter Nearly Killed McFarland.

Floyd A. McFarland is struggling for life in a Salt Lake City hospital, according to telegraphic despatches from that city dated July 25th. McFarland's tire burst while he was riding in a twenty mile motor paced race, it is stated, at a 1:25 gait. The veteran campaigner fell and slid over the wooden surface forty feet, picking up a five inch splinter, which cut a bad hole in his left side just under the heart. He also fractured a rib.

Ernest Jokes Takes a Prize.

Several road races were held by outlawed riders at Plainfield, N. J., on Sunday, 14th inst., but as there was not much competition they were rather uninteresting. Benjamin Neuspaper won the mile open and Ernest Jokes finished first in the five-mile handicap, from the 2-minute mark. Time of Thomas Smith, scratch, 12:54.

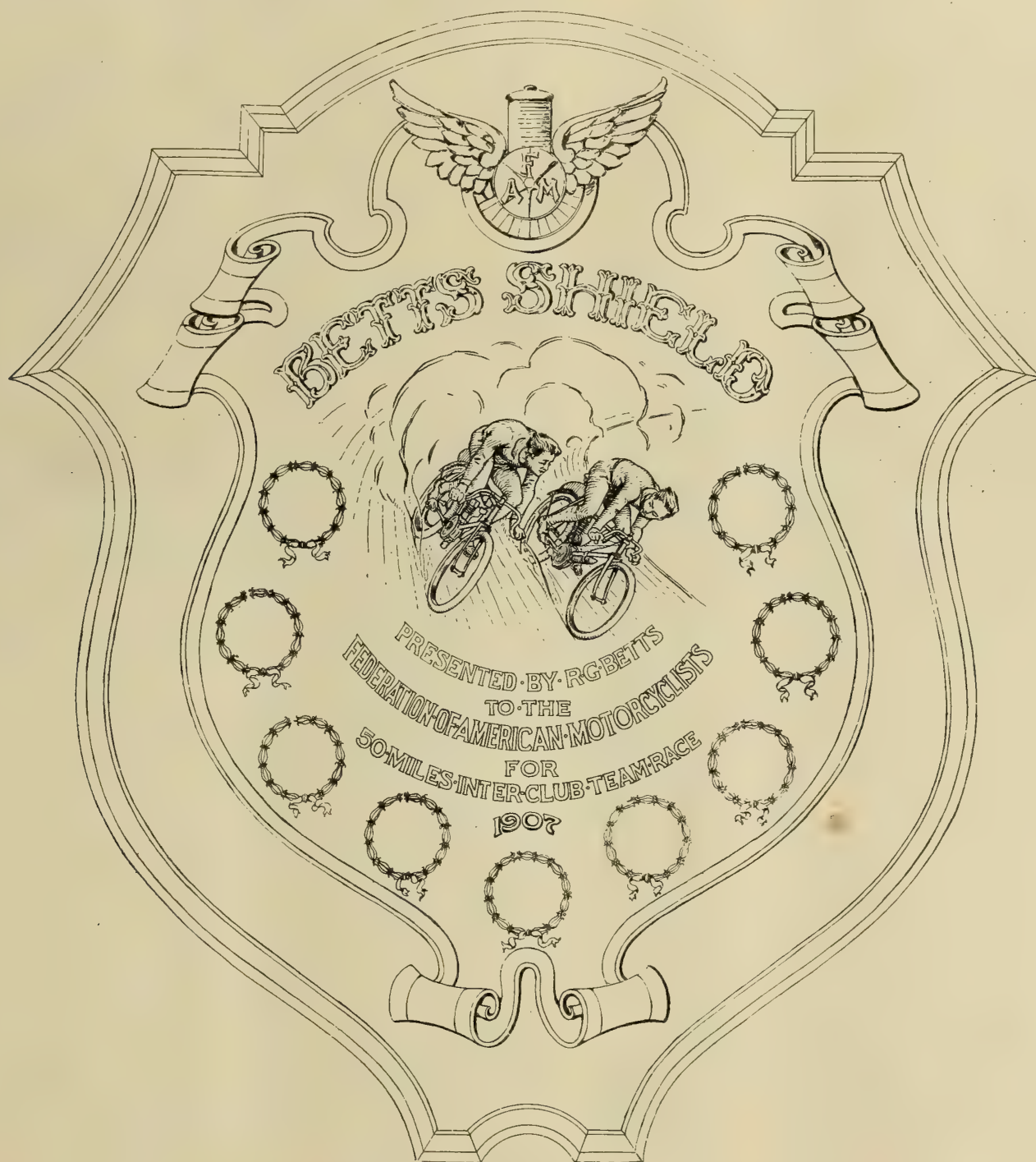
First Conspicuous Trophy for Motorcycle Competition

The Betts Shield, presented by R. G. Betts, president of the F. A. M., with a view of fostering the club spirit through the medium of inter-club competition, is notable as being the first substantial trophy offered, since the inauguration of motorcycle

to be inscribed the names of the successive winners, are in bas relief.

Fifty miles is named as the distance of the contest, the teams to consist of two men and a substitute, and all races to be run on tracks.

participant to complete the full distance and to "keep going" all the way, and yet permit of fine team work, since the leading competitor can well afford to coach a slower team-mate and make some apparent sacrifice of speed for the sake of having



sport in this country. The first race for the shield will be held on August 1, during the F. A. M. meet at Providence. The trophy itself will be of silver, mounted on an ebony base and will be some 20 inches in height. The central design, the F. A. M. emblem and the wreaths, within which are

The conditions that will govern the competition, as specified by Mr. Betts, are somewhat out of the usual. They have been well thought out, however, with the idea of not only making a race full of "action" and speed, but of placing a premium on non-stop performances and to induce each par-

him finish within five seconds of him. These ends are sought by the system of scoring, which is based on an initial credit of 1,000 points per team, plus one extra for first place, which will enable a team to obtain a perfect score. Thus, the winner will be credited with 501 points, and

every other competitor will be penalized at the rate of one point for every five seconds, or fraction thereof, he may finish behind the leader. Other penalties will be incurred on a basis of five points for each dismount or stop, or for any outside assistance that may be rendered. It is provided, however, that the substitute of any team, in the event of disability of either of his mates, may finish the contest, but a penalty of 50 points will be incurred.

For the first year of the contest, only single cylinder motor bicycles, having a piston displacement not exceeding 30.5 cubic inches, shall be used. All the machines used in a contest must be owned absolutely by their respective riders, none of whom shall be identified with the trade.

The club holding the trophy will be subject to challenge after ninety days, and any other clubs which may so desire will be privileged to enter the contest resulting from such challenge. If the challenged and challenging clubs are located within five hundred miles of each other, the contest must occur on a track selected by mutual agreement. The conditions, however, permit the holding of what may be termed a "telegraph match" between clubs located at greater distances apart, such contests to be started at a given day and hour and each club to be represented by designated officials in each other's city. This will allow even a Chicago or a California club to challenge a possible eastern holder of the trophy without going to undue expense.

Nerent Leads for Valiant Medal.

Charles Nerent, of the Roy Wheelmen of New York, leads in the competition for the Valiant Scratch Point Medal, a diamond studded trophy to be awarded to the scratch rider scoring the most points in handicap road races during the season. Nerent has 10 points, and J. M. Eifler, C. R. C. A., is in second position with 9 points. Charles Van Doren, Atlantic City Wheelmen, and Frank W. Eifler, C. R. C. A., are tied for third place with 8 points each. The scoring of the others in the competition is as follows: Henry Schafer, Dunkirk, N. Y., W. F. Blum, Chicago; J. W. Burnstrom, Salt Lake City; Charles Schlosser, Brower Wheelmen; Henry Bigelow, Milwaukee; Charles A. Sherwood, New York A. C., and J. M. Tanner, Ariel A. C., Buffalo, 5 points each; W. R. Stroud, Stroud Wheelmen, 4 points; Fred Schudt, Moonshiners, Buffalo; S. R. Morrison, Edgecombe Wheelmen; Frank Arnold, Chicago; Clarence Maybee, Salt Lake City; C. Schafer, Dunkirk, N. Y.; and Henry Vanden Dries, New York City, 3 points each; Dan Trotter, Philadelphia; Thomas Smith, National Turn Verein Wheelmen; George Heppes, Cleveland; Charles Archibold, Salt Lake City; Richard Hemple, Atlantic City Wheelmen; Fred Schlewitt, Chicago, and R. J. Hoover, Ramblers B. C., Buffalo, 2 points each; F. E. Crum, Mike Logue, F. C. Graf, Jr., and J. Barbach, 1 point each.

MORE THAN 600 PRIZES ON LIST

Atlantic City Race Carnival Promises to be the Greatest Ever—Prominent Riders Send in Entries.

With each day adding to the total, the number of prizes received now in hand—including C. F. Peterlin's monumental contribution of 432 pairs of assorted grips—for the 25-mile Industrial Handicap and the 5-mile Young America Handicap, to be run on the Atlantic City automobile boulevard on the afternoon of August 9th, as the curtain-drop of the annual mid-summer meeting of the Cycle Manufacturers' Association and the Cycle Parts and Accessories Association, reaches the unprecedented high-water mark of 632.

Chairman Persons, to whom the result is largely due, may pat himself on the back two or three times and then again for it has been many years since such a valuable array of prizes has been collected for a bicycle road race.

The Miami Cycle and Mfg. Co. is the latest contribution of a bicycle; and it will be a "stunner," as the Racycle people will finish it with white enamel and equip it with the very best the market affords. Since the list of prizes was published in the *Bicycling World* two weeks ago, the Kokomo Rubber Co. has contributed one pair of Defender Special road tires, the Diamond Rubber Co. five pairs of Kim tires, the Goodyear Tire and Rubber Co. one pair of Giant Heavy Roadster tires, and A. G. Armstrong one pair of the Armstrong Improved Palmer tires, which brings the tire list up to 22 pairs. The Standard Welding Co. sent a check for which a handsome solid gold scarf pin, set off by a chip diamond, has been purchased, while the Buffalo Metal Goods Co. have sent an Atherton coaster brake, and the New Departure Mfg. Co. a New Departure coaster brake and an E-3 bell. The Kelley Handle Bar Co. increased the number of handle bars to 29 by giving ten pairs of special nickel-plated bars, and the Buffalo Specialty Co. chose wisely and sent a gold watch. Four Whitney chains and two Diamond chains are respectively the contributions of the Whitney Chain and Mfg. Co. and the Diamond Chain and Mfg. Co.; the Standard Co. are down for four pairs of pedals. The Badger Brass Co. "show the way" with a Solar gas lamp; the Joseph Dixon Crucible Co. want to make things easy for the rider that wins its assorted lot of graphites, and the Great Western Mfg. Co. contributed two complete axle sets. And, as has been said before—the end is not yet.

Entries, too, are beginning to come in. Prominent among them are National Amateur Champion C. A. Sherwood, New York A. C.; Frederick H. Harmon, Putney A. C.; London; Kessler and Jacobs of the Irish-

American A. C.; Charles Nerent, the 5 and 20-miles record holder; Henry Schafer, Dunkirk, N. Y. The Lafayette Wheelmen, of Baltimore, send word that they will enter a crack team consisting of Albert F. Bennett, Howard L. Cole, Edgar R. Boehm and Harry Boehm, and it is understood that other Baltimore clubs are preparing to send teams. Buffalo, Boston, Syracuse, Philadelphia, all will be represented, to say nothing of the riders from this section of the country who will go to New Jersey's premier resort on August 9th. Entries close next Friday night at 6 p. m.

Associate Managers Van Doren and Valiant will have a conference in Atlantic City today when all the minor details of both races will be settled. The list of officials has not been made up yet but Will R. Pitman, of the Boston Bicycle Club, who was a prominent figure in the Irvington-Millburn when that race was in its glory, will referee the Industrial Handicap and Samuel C. Eaton, whom all the boys in Atlantic City and Philadelphia "swear by," has been asked to act in a similar capacity for the Young America Handicap, with Col. Albert A. Pope as honorary referee of both events. Paul Thomas, of the Century Road Club Association, has been chosen as starter and two of the judges will be C. Ross Klosterman, of Baltimore, and Daniel M. Adey, president of the National Cycling Association, under whose sanction the races will be run. "Good old" Alex. Schwalbach and M. L. Bridgman, New York A. C., will be two of the timers.

Iowa Racyclists Get Together.

Thirty Council Bluffs (Iowa) riders who have chosen the Racycle for their official mount, have formed the Racycle Club. The club will go on a run every Sunday and that they will attract a lot of attention seems certain as they are fitted out with natty costumes, consisting of the blue and white Racycle sweater, with "knucks" caps and stockings to match. W. L. Clennahan has been elected captain, Robert Moore secretary, Clyde Sharpe treasurer, and Ben Palmer "wheel inspector."

Three Events for Motorcyclists.

Three motorcycle events have been definitely added to the program of the Atlantic City automobile carnival which occurs next month. They will take place on the beach at Ventnor on Tuesday, 6th proximo. There will be a race for single cylinder machines not exceeding 30½ cubic inches piston displacement, an open handicap, and mile trials, free-for-all. The events have been sanctioned by the F. A. M.

Race to Follow the Run.

In connection with its 60-mile run from Philadelphia to Hammonton, N. J., and return, which is to take place tomorrow the Stroud Wheelmen will run a sanctioned open road race from Hammonton to White Horse, 20 miles nearer Philadelphia.

BOSTON'S "OLD HOME WEEK"

Glad Hand Awaits Cyclists Visiting the Hub—Boston Bicycle Club and L. A. W.

Arrange a Wheelmen's Day.

Boston, July 30.—The origin of an "old home week" has been veriously stated, one of the stories being that in a certain New Hampshire village during one summer vacation, a number of the former school boys of the place, who had grown up into gray-bearded, bald headed, grizzled men, found themselves reunited, and during the brief week or so that they remained together, experienced so much enjoyment in the renewal of their school days' friendships and the recounting of the boyhood adventures in which they had each borne a part, that before separating for a return to the city's strife, they agreed to again meet in the same place on the same date of the ensuing year. But when the appointed date came round and the same old boys reassembled, they found that great preparations had been made to welcome them. Many times had the village fathers met in solemn conclave, many were the appropriations (some of them reaching into the twenties of dollars), which had been made for specific purposes; gaily had the nearest railroad station been decorated, and when the flower bedecked coaches which met them rolled into the village their passage was first beneath a triumphal arch bearing in conspicuous letters the word "Welcome," and thence between rows of gaily festooned houses and stores until the village hotel, most gaily festooned of all, was reached, and the badged reception committee were afforded opportunity to emphasize the right hand of welcome which the chairman had, in proper precedence already extended.

It is quite likely that in some such manner as this the "old home week" had its beginning, and it is not to be wondered at that the sentiment of such a reunion extended to other villages, and then to the towns, until "old home week" began to assume the proportions of a New England institution. Perhaps the politician, to whom the word "appropriation" has ever a welcome sound, had some share in bringing the cities into line, but be that as it may, the "old home week" is now to be celebrated in Boston, the week commencing on the 28th of July, and ending on August 3d, has been assigned for the celebration, and on those and their immediate dates everybody whose earlier dates were spent in Boston is expected to revenous a son moutons, or, as one might say, return to his beans, to meet old companions, and new ones, to recement old friendships, to form fresh ones, to admire our subway, to be deafened by our elevated, to be delighted with our park system, to be impressed by the unsatiable greatness of New York City which has now

(by the advice and with the assistance of Mr. Mellen) added Boston to her suburbs, to eat, to drink, to have a roaring good time generally.

It is interesting; whether profitable or not, to conjecture what might have come to pass had some American city other than Boston, been the birthplace of American cycling, and had such city been, as this one now is, in the throes of preparation for its "old home week." May be it would have been content, as Boston is, to leave all cycling matters to the survivors of the cycling organizations which still exist, where once they flourished exceedingly, and then again, may be it wouldn't. However, it will have to be confessed that despite the paucity of civic recognition, and the meagreness of civic assistance, the old wheelmen of Boston have come forward nobly to assume their share of the work which has to be done to invest the celebration with some measure of old time cycling sentiment and enthusiasm. The committee which has the arrangements in charge is composed, with one exception, of old members of the Boston Bicycle Club, the men who introduced the bicycle into this country some thirty years ago.

The wheelman's headquarters during the entire "old home week" will be established in the Mechanics' building, where will be found accomodations for cycles, and the "glad hand" of the committee awaiting, with a badge and a welcome, every old or new member of the cycling clan.

The office of the committee will be established on the first floor near the basement stair case, and some member, or members, of the committee will be found there each day to receive in the registry book which will be opened for that purpose, the signature an address of each present or former rider, and to hand to each so registering his or her badge and a ticket which will identify him or her as a cyclist, and admit him or her to the entertainment (for cyclists only) which, on the evening of Saturday, August 3d, will wind up the celebration of Boston's "old home week."

In the same building and contiguous to the office of the committee, will be found the office of the League of American Wheelmen, as hearty, if not as numerous

today as it ever was, and to which its ever venerated Secretary Abbott Bassett will gladly welcome all present members, as well as all other cyclists who may desire to do their cycle duty by handing him their dollar and joining, or renewing their membership in the national organization.

The old Boston Bicycle Club, which introduced cycling into this country (February 11th, 1878) will throw open its headquarters at Hendrie's, Talbot avenue, opposite Franklin Field, to all visiting wheelmen. Rest and refreshment will be obtainable there at all times, and each evening at six o'clock a hearty family dinner, for which a special price of fifty cents per plate has been arranged with Caterer Hendrie, will be served on the balcony overlooking Franklin Field.

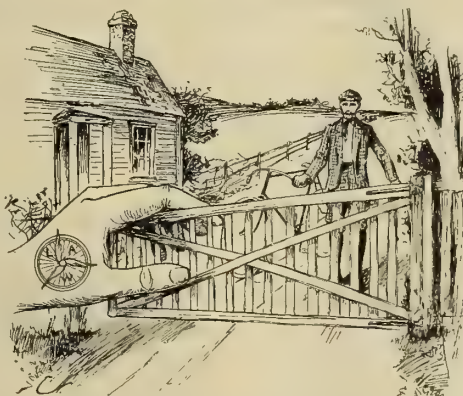
On Wheelmen's Day, Saturday, August 3d, all home or visiting riders are asked to assemble at 2 p. m. in Copley Square, opposite Trinity Church, where (it was called Trinity Square then) on March 9th, 1878, the Bostons assembled for the first club meet and run ever held in this country.

At 2.30 p. m. the Boston's Bugler, Charles W. Reed, will sound the same Assembly that so often called together his cavalry troop in the days of the "onpleasantness" of the 60's, and the riders will then please "line up" each with his wheel against the northerly curbstone, the Boston club taking the right of the line. Then "Boots and Saddles" will be heard, and, mounting from the right, the riders will, by way of Beacon street and the Boulevard, proceed to the reservoir at Chestnut Hill, the old rendezvous where every Boston rider has at one time or another dismounted. This, if the ancient riders will curb their impatience and not hasten the pace, should bring the time well towards 4 p. m., admitting of an hour's retrospective enjoyment before remounting for the return ride to Boston and to dinner.

Those who intend to dine on the balcony at Hendrie's will turn to the right at Washington street for the delightful ride through the Parkway, past beautiful Jamaica Pond, and so on the Talbot avenue.

But whether dining at Hendrie's or elsewhere, every rider should bear in mind that the day and the "Old Home Week" will terminate with a vaudeville entertainment at Potter Hall, 177 Huntington avenue, commencing at 8 p. m. Although no one without a ticket can obtain admittance to the hall, the wise ones will be on hand early, as under no circumstances seats can either be reserved or guaranteed.

All the vaudeville arrangements are in the hands of the Boston's Poet Laureate, Quincy Kilby, who has written an original song, with a rousing chorus, especially for this occasion. It is not proposed to spoil any one's pleasures by foreshadowing the other enjoyments in store, but it can be safely assumed that with such a pilot at the helm the Wheelmen's day of Boston's Old Home Week will be brought to a successful, a triumphal, a glorious close.

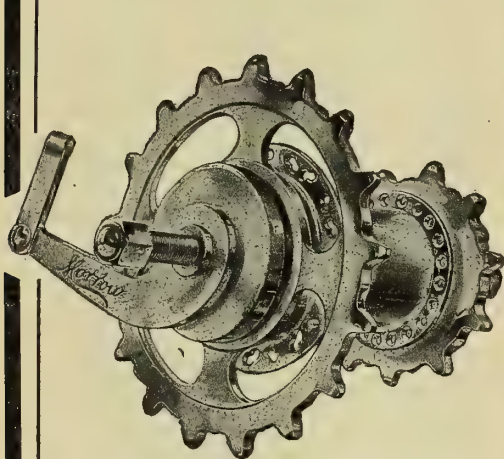


THE HAND THAT OPENED THE ROAD

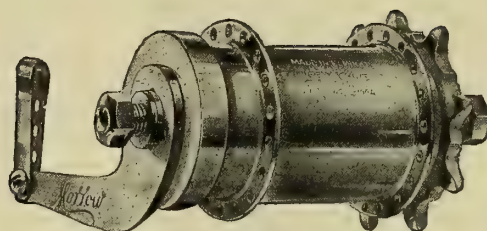
The Motorcyclist Who Knows

and the others who keep their eyes and ears open are well aware of
the great progress the

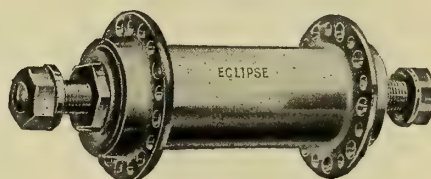
Morrow Coaster Brake



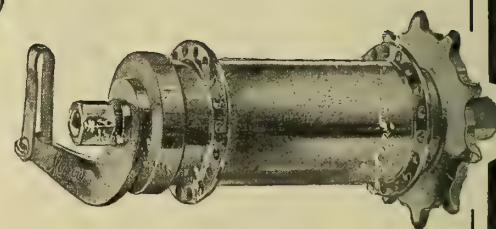
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KRAMER GETS SAMUELSON'S CROWN

He Beats the "King of Provo" in a Gruelling Pursuit Race at Salt Lake—Amateurs' Fast Work.

Salt Lake City, July 20.—The Mighty Kramer, for mighty he is, proved to the doubting Thomases last night that he is perhaps the best all-around rider that the world has ever produced. For years and years, W. E. Samuelson has been hailed as the best pursuit rider in America, and that fact might have been responsible for the largest crowd at the saucer last night, but Kramer ruthlessly stripped the laurels from Samuelson's brow and placed them on his own. Not that Samuelson did not ride a good race, for he did, and a splendid one at that, but—well, he had Kramer against him.

This was Kramer's first try at unlimited pursuit racing in Zion and that he made good is proved by the fact that when he overhauled and passed the "King of Provo" after a gruelling grind lasting over two miles and a half, every spectator in the enclosure, Samuelson adherents not excepted, rose with one accord and hailed the mighty Jerseyman as the conqueror. Kramer fooled the fans, who expected to see him go out and try to overhaul "Sammy" with one great sprint, but the champion knew his book, and cut out a steady pace that slowly but surely wore his opponent out.

Again Kramer showed up in the spotlight by equalling the world's record in the quarter mile record trials. His time was 23½, which was the same that Iver Lawson made last year in the same kind of trials. Lawson appeared to be going fast when his turn came, but the watches showed 24 seconds flat, the wink of an eye-lash slower than what was made by Kramer. The next best time was made by Samuelson, who covered the two laps in 24½. Clarke, the "Kangaroo Rocket," was expected to turn the trick, but Clarke had trouble with his wheel and at no time put the record in danger.

Ollie Dorlon, Downing, Mitten, Munroe, Clarke, McFarland, Pye and Wilcox qualified in the two heats of the mile handicap for cash chasers. Lawson did not qualify and Kramer and Samuelson did not start. Clarke was the only scratch marker so he tied up with McFarland and Pye to pull him to the front. The calculations went wrong for the long markers developed surprising speed, but all doubts as to the authenticity of Clarke's records at Ogden a few nights ago were set at rest. Pye and McFarland took Clarke at the fastest speed they were capable of and turned him loose with five men to pass. The Australian almost nailed the bunch at the tape, but missed Dorlon, Wilcox and Downing, who finished in the order. The time was 1:46¾, far below the world's record and had

Clarke won the figures could have been inscribed on the books. As it was it virtually was a world's record as not a second separated the winner and Clarke.

The amateurs rode for all they were worth last night and although no records were broken, fast time ruled. Fred Schnell won the five mile lap from a field of 21 starters by the closest kind of a margin over Robinson and DeMara, who crossed in this order, in 10:40¾, and the final of the half-mile open went to DeMara in one minute flat, Crebs being a very close second. The summaries:

Quarter mile record trials, professional—Krank L. Kramer, 0:23½; Iver Lawson, 0:24; W. E. Samuelson, 0:24½; Hardy Downing, 0:25½; E. A. Pye, 0:25½; A. J. Clarke, 0:25½; C. L. Hollister, 0:25½; N. C. Hopper, 0:25½; Oliver Dorlon, 0:26½; S. H. Wilcox, 0:26½; W. L. Mitten, 0:27.

Half-mile open, amateur—Qualifants: E. J. Hollister, Walter DeMara, Diefenbacher, Mayer, Morgan, Murphy and Taylor. Final heat won by DeMara; second, Crebs; third, Murphy; fourth, Hollister. Time, 1:00.

One mile handicap, professional—Qualifants: Downing (60), Dorlon (110), Mitten (120), Munroe (140), Clarke (scratch), McFarland (20), Pye (30), and Wilcox (100). Final heat won by Oliver Dorlon, Sheepshead Bay, N. Y.; second, S. H. Wilcox, Salt Lake City; third, Hardy Downing, San Jose; fourth, A. J. Clarke, Australia. Time, 1:46¾.

Five mile lap, amateur—Won by Fred Schnell; second, George Robinson; third, Walter DeMara; fourth, E. J. Hollister; fifth, Phil Wright. Time, 10:40¾.

Unlimited match pursuit—Won by Frank L. Kramer, East Orange; second, W. E. Samuelson, Salt Lake City. Distance, 2 miles 4 laps 110 yards. Time, 5:20¾.

Salt Lake City, July 17.—Gus Lawson of Buffalo, N. Y., who is regarded as one of the best pacemakers, gave the Mormon fans a glimpse of real going last night when he broke the world's motor record for eight lap tracks, by covering five miles in 5:46, close to a mile a minute clip. It was only a glimpse that the spectators had of the dare-devil Lawson, for his motor streaked around the track so that it would have given one cricks in the neck to follow his trail. It was undoubtedly a thrilling performance, especially as four motors were on the track at one time, but there are those who question whether it is worth while. Such exhibitions can serve only one purpose—to satisfy the appetites of satiated speed-mad enthusiasts, and sooner or later an accident may occur that will bring criticism upon the whole sport.

It was not intended to have a motor race but some kind of a dispute over prize money cropped out and the pace followers intimated that they would not ride. Chapman did not give them a chance for he substituted the motor race and it satisfied a

portion of the big crowd, although a majority of the spectators breathed a sigh of relief when it was over and with no casualties. Lawson set out to catch Samuelson and Heagren two laps away, and McCormack with four laps lead. He actually accomplished the task, but did not blow the exhaust in Samuelson's face until the last mile. Lawson finished in 5:46, which is the fastest time ever made for the distance on an 8-lap track.

A running fight from the start to the finish, with two big combinations playing their best, developed in the two mile lap. The limit men pulled their own corks before the first mile, ridden under two minutes, and left only the big guns in the last mile. Near the finish Kramer, who had been trailing along in the rear, went to the front with "Kangaroo" Clarke on, and Lawson who was back of McFarland in the middle of the bunch was about to go out when Hopper came up alongside and prevented Lawson from coming out. Lawson dropped back and tried to get out of the pocket, but Hopper closed in. Lawson got mad and Hopper went up the track in a heap. At two laps to go Lawson began to unwind when Pye apparently switched the former world's champion up the bank. Lawson recovered his stride and looked a sure winner when McFarland inadvertently swung up the bank and carried his team mate with him. Clarke won easily with Pye second, Lawson third, Wilcox fourth and Kramer fifth.

The long markers made things so interesting in the half mile handicap that none of the scratch men could qualify. Lawson was the only one who caught the bunch, but he rode all out in doing so and could not make good in the go-around. Burris won from Munroe, and Hollister picked an easy third.

In the three-quarter mile handicap Mayer and Hollister fought for first place and Gus Duester, of Brooklyn, crossed the tape for third.

Quarter-mile open, amateur—Won by Walter DeMara; second, P. Giles; third, T. Murphy; fourth, Fred Schnell. Time, 0:30.

Three-quarter mile handicap, amateur—Won by Ed. Mayer; second, E. Hollister; third, Gus Duester; fourth, Taylor. Time, 1:25.

Half-mile handicap, professional—Won by Jack Burris, Salt Lake City; second, Ben Munroe, Memphis; third, C. L. Hollister, Springfield, Mass.; fourth, S. H. Wilcox, Salt Lake City. Time, 0:54.

Two-mile lap, professional—Won by A. J. Clarke, Australia; second, Ernest A. Pye, Australia; third, Iver Lawson, Salt Lake City; fourth, S. H. Wilcox, Salt Lake City; fifth, Frank L. Kramer, East Orange. Time, 3:54¾.

Five mile motor handicap, professional—Won by Gus Lawson, Buffalo (scratch); second, T. M. Samuelson (440); third, McCormack (880); fourth, H. B. Heagren (440). Time, 5:46. (World's record for 8-lap tracks.)

WORLD'S RECORDS FALL AT OGDEN

Clarke Clips Professional Mile—DeMara Slices the Amateur 3/4-Mile—Downing Defeats Samuelson.

Ogden, Utah, July 18.—A. J. Clarke, the fastest rider that has ever come to America from the antipodes, smashed the long-standing mile record in unpaced competition at the Glenwood saucer last night. Clarke's performance was the most remarkable ride of the year and stamps him as the most wonderful speed marvel of the age. Walter DeMara, the young bow-legged San Francisco lad, showed that he is the coming amateur by equalling the world's record that has existed for an even longer time than the one broken by Clarke. (The telegraphic reports sent out last night wrongly gave DeMara's time as 26 $\frac{2}{3}$ seconds.) One of the biggest crowds of the season enthused over the best performances seen in many a day.

Clarke's record-breaking ride was accomplished in the one mile handicap, and he was ably helped by C. L. Hollister, than whom there are few faster, and E. A. Pye, the best plugger Australia's rider mill has ground out. S. H. Wilcox, a 50-yard man who is getting to be somewhat dangerous was pulled up so fast that for a time it looked like Clarke, on scratch, would not be able to get up. But Pye and Hollister rode all in pacing him and the "Kangaroo Rocket" made good by reaching the tape half a length in front of Wilcox. The timers could not believe their watches at first as they recorded 1:48 $\frac{3}{4}$, and the best previous time for the distance was made back in 1904 by Kramer in 1:49 $\frac{1}{2}$, although McFarland is credited with having covered the same distance in Australia in 1:49. Clarke's time is a world's record and will go on record as such.

An equally astonishing performance was made by DeMara in the first heat of the quarter mile amateur open. All the men jumped from the crack of the gun and the young San Francisco crack got home first in 28 $\frac{2}{3}$ seconds, tying the record made by Marcus Hurley at Vailsburg in 1902. DeMara also won the final heat, but in slower time.

There was a general scramble in the two mile lap race in which Pye and Clark teamed to advantage, Clarke getting first and his partner second. DeMara completed a good night's work by winning the two mile lap handicap from scratch, while Gus Lawson easily disposed of his two opponents in the five mile race for pacing machines. The summaries:

Quarter mile open, amateur—First heat won by Walter DeMara, San Francisco; second, T. Murphy; third, P. Giles; fourth, Delaney. Time, 0:28 $\frac{2}{3}$ (equalling world's record). Second heat won by Rodney Die-

fenbacher; second, George Robinson; third, Fred Schnell; fourth, Meyers. Time, 0:30 $\frac{2}{3}$. Final heat won by DeMara; second, Murphy; third, Diefenbacher; fourth, Meyers. Time, 0:30 $\frac{2}{3}$.

One mile handicap, professional—Won by A. J. Clarke, Australia (scratch); second, S. H. Wilcox, Salt Lake City (50); third, Oliver Dorlon, Sheepshead Bay, N. Y. (70); fourth, N. C. Hopper, Minneapolis (40). Time, 1:48 $\frac{3}{4}$ (world's record).

Two mile open lap, professional—Won by A. J. Clarke, Australia; second, E. A. Pye, Australia; third, N. C. Hopper, Minneapolis; fourth, W. E. Samuelson, Salt Lake City. Time, 3:55. Lap winners—Borris 2, Munroe 3, Mitten 4, Dorlon 2, Hollister 3, and Pye 1.

Two mile handicap, amateur—Won by Walter DeMara (scratch); second, Fred Schnell (scratch); third, Ed. Mayer (scratch); fourth, P. Giles (25). Time, 4:08.

Five mile motor, professional—Won by Gus Lawson; second, E. B. Heagren; third, T. M. Samuelson. Time, 6:22 $\frac{3}{4}$.

Ogden, Utah, July 22.—Another world's record went to smithereens at the Glenwood saucer last night when Walter DeMara won the second heat of the three-quarter mile handicap from scratch in 1:24 $\frac{4}{5}$; the old record was 1:25 $\frac{3}{4}$, and was made at Salt Lake last year by J. B. Hume. A crowd of 2,800 people filled the seats and the arena.

De Mara won his heat and broke the world's amateur record but could not get up in the final, which went to Gus Duester, of the Century Road Club Association, with Duke King second, and Hollister third. Another New Yorker showed up in the unlimited pursuit, Frank W. Eifler finishing third to Schnell and DeMara in this order.

"Kangaroo Rocket" Clarke carried everything before him, as he has continually done this season, winning the quarter mile open from Downing, with Hopper showing. Pye, who helped Clarke, finished fourth. The first named three men finished this way in the three mile lap, but Cyrus Hollister paid his carfare back to Salt Lake and had a little over by pedalling in fourth.

Gus Lawson gave Samuelson and Heagren two laps each in the five mile motor race, but even this wasn't sufficient. Samuelson quit at the end of five laps and Lawson had no trouble in showing his back to Heagren. The summaries:

Three-quarter mile handicap, amateur—Won by Gus Duester, Brooklyn; second, Duke King; third, E. J. Hollister; fourth, Ed. Mayer. Time, 1:28 $\frac{2}{3}$. (In the second heat Walter DeMara broke the world's record in 1:24 $\frac{4}{5}$.)

Quarter mile open, professional—Won by A. J. Clarke, Australia; second, Hardy Downing, San Jose; third, Norman C. Hopper, Minneapolis; fourth, E. A. Pye, Australia. Time, 0:29.

Unlimited pursuit, amateur—Won by Fred Schnell, Salt Lake City; second, Wal-

ter DeMara, San Francisco; third, Frank W. Eifler, Brooklyn; fourth, E. J. Hollister, Minneapolis. Distance, 2 $\frac{1}{8}$ miles. Time, 4:37.

Three mile lap, professional—Won by A. J. Clarke, Australia; second, Hardy K. Downing, San Jose; third, Norman C. Hopper, Minneapolis; fourth, C. L. Hollister, Springfield, Mass. Time, 6:14.

Five mile motor handicap, professional—Won by Gus Lawson (scratch); second, E. B. Heagren (440). Time, 6:05 $\frac{3}{4}$. Also ran, T. M. Samuelson (440).

Ogden, Utah, July 15.—A stiff breeze, which blew diagonally across the track prevented any records last night but Heagren dished up a menu that had the crowd of 1,500 on its feet many times hollering for more. A. J. Clarke, the "Kangaroo Rocket" further popularized himself with Ogdenites by winning both professional events, the half mile open, after an exciting sprint with Hardy Downing. "Cheese" Limberg, of San Jose and New York, made his debut and looks good. Thomas F. Ryan's chauffeur finished second in his heat without half trying, but was prevented from riding in the final by a broken chain.

Paced by Gus Lawson, Hardy Downing had no trouble in disposing of Samuelson, paced by his brother, in the five mile paced race. Samuelson could not hold the pace and Downing rode across the tape three laps to the good. Lawson's motor died before the finish in the three cornered motor race between Samuelson, Heagren and himself, Heagren won out in an exciting finish from Samuelson.

After a few circles of the track the unlimited pursuit for simon pures dwindled to a match race between Parley Giles and Walter DeMara. These two tugged away for almost ten minutes before Giles proved the stronger. Fred Schnell increased his trading account by winning the mile handicap. The summaries:

Five mile motor paced, professional—Won by Hardy K. Downing, San Jose; second, W. E. Samuelson, Salt Lake City. Time, 7:15 $\frac{3}{4}$.

One mile handicap, amateur—Won by Fred Schnell; second, Parley Giles; third, T. Murphy; fourth, Rodney Diefenbacher. Time, 1:56 $\frac{1}{4}$.

Half mile open, professional—Won by A. J. Clarke, Australia; second, Hardy K. Downing, San Jose; third, S. H. Wilcox, Salt Lake City; fourth, Ben Munroe, Memphis. Time, 1:00 $\frac{4}{5}$.

Unlimited pursuit, amateur—Won by Parley Giles; second, Walter DeMara; third, Rodney Diefenbacher; fourth, T. Murphy. Distance, 3 $\frac{3}{4}$ miles. Time, 9:05.

Two mile lap, professional—Won by A. J. Clarke, Australia; second, Fred West, Salt Lake City; third, S. H. Wilcox, Salt Lake City; fourth, W. E. Samuelson, Salt Lake City. Time, 3:47 $\frac{1}{4}$.

Five mile motor, professional—Won by E. B. Heagren; second, T. Samuelson; third, Gus Lawson. Time, 6:30 $\frac{4}{5}$.

MAC LEAN MOTORPACED CHAMPION

Wins on Points Though Second to Moran in Final Race—Fogler Three Times Winner—Wiley Bobs up Again.

Hugh MacLean is the professional motor-paced champion of America. He won the right to the title by finishing second in the 30 mile paced race at Revere Beach saucer last Monday night, 22d inst., the last of the championship series. The race was won by James F. Moran, who proved he is as good if not better than MacLean, by winning by a little more than a half mile. His time was 44:49½. MacLean wins the championship medal which, by the way, has a \$100 diamond stuck in the middle of it, with a total of 13 points, and Moran is second with 11 points. Walthour had 9 points and Elmer Collins scored a total of 3 points.

The 30-mile race should have taken place on Saturday night, but the men had just started when rain began to fall, so it was postponed until Monday night. Nearly 5,000 people were on hand early Monday night when Moran, MacLean and Walthour lined up for the final race. MacLean drew a lead of 10 yards on Moran at the start, with Walthour trailing by about 5 yards. Each man cut out a killing pace from the start and at 5 miles the positions were unchanged.

The first signs of weakening came on the ninth mile when Walthour wavered, and lost his pace. In less than it takes to tell the former world's champion had lost two laps. With 10 miles reeled off in 14.31½, it was plain that something was going to happen between the big men Moran and MacLean. The latter led but was fast weakening under the terrific drives of the strong Chelsea milkman. MacLean's troubles started in the 13th mile, when he was forced to make a quick change, because of a puncture. He lost three laps after he had got going again, no count being taken while he was off the bicycle.

This accident made Walthour a factor as it put him in second place a lap behind MacLean, and the Southerner gave MacLean a battle. Walthour was determined to get a second place, so when he saw an opening he jumped Moran and pulled up within 60 yards of MacLean, on the 18th mile. The sprint was maintained and in the 21st mile Walthour drew up alongside MacLean. Then started a duel that brought the crowd to its feet. MacLean realized that if Walthour passed it would lose the championship for him and for five laps he fought every onslaught of Walthour. Human endurance gave away after awhile and Walthour lost his pace and was dropped for a loss of two laps.

Moran rode a brilliant race and, strong as an ox, he kept plugging away until the

finish, and from the time Walthour was worsted by MacLean had things his own way.

As an added attraction on Monday night the amateurs made a good 10-mile race, which had special mile prizes. The final was captured by Tom Connelly, with Hill a close second, Grant third and Cullen fourth. Time, 26:34.

Joe Fogler, the blonde Brooklyn trolley-dodger and silk tire fiend, who has just returned to this country after a fair campaign in France, proved to be the whole show at the Saturday night meet, landing all three of the professional sprint races. The peculiar thing about the meet was the appearance of George Wiley, the suspended Syra-

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cuse professional, who bobs up in a different place each week like a flea, that it has been impossible to inform him of the penalty that has been meted out to him for competing against amateurs in road races. The Revere officials had not received the letter containing notice of Wiley's disqualification or he would not have ridden on the 29th. It is a safe bet that he will be shelved for some time, as he has been suspended indefinitely and also has a fine of \$75 to pay before he can hope to get a clean bill.

Fogler had little trouble in walking away with all the money in sight and won the half-mile open easily from Pat Logan, with Wiley in third position. Time, 1:03½. In the three-quarter mile open, Dennis Connolly, of Everett, tried hard to outsprint the Brooklynite but did not succeed. Logan was third and the time, 1:55¼. The mile race was slower than the others and Wiley finished second to Fogler in 2:36½, Logan getting another meal ticket for showing. Fred Hill, of Watertown, proved the fastest amateur in the five-mile open. Grant finished second, Bussey third and Brooks fourth. Time, 12:53½.

SCHNEIDER IN FRONT AT BUFFALO

Bauman Wins Time Prize in Fifteen-Mile Handicap Road Race—Forty Starters—Thirty-two at Finish.

John Schneider, riding with a handicap of 3 minutes, won the 15-mile handicap road race at Buffalo, N. Y., on Saturday last, 20th inst., promoted by the Pierce Cycle Company Benevolent Association, and run under sanction of the National Cycling Association. Schneider's time was 38 minutes and William Bauman, with 1 minute 15 seconds, who finished second, won the time prize in 36:30. The record is 34:47½, held by I. Lewin of New York City. Several thousand people saw the annual race.

Unfortunately the race was poorly conducted. Officials were much lacking and the riders seemed to think that they could accept pace from anything faster than they which came along the road and get away with it. They did. Several of the riders claim they saw Schneider and Bauman, to say nothing of a score of others, being paced. It also is stated that the two first scratch men to finish were paced part of the way, but even so they could not run away with the time prize. A passing freight train delayed the scratch men several minutes.

The course was 7½ miles out from Teutonia Park. Had it not been for the arguments about illegal pace the race would have been a great success, as 78 prizes, valued at \$400 had been donated. Forty riders started, of which 32 finished, so that every finisher got a prize and some more. First time and place prizes were Pierce racing bicycles, which went to Schneider and Bauman, despite the protests that they had been paced. The summary:

Pos.	Rider	Hdcp.	Time.
1	John Scheider	3:00	38:00
2	W. E. Bauman	1:15	36:30
3	J. Newland	2:30	38:46
4	G. Schwett	3:30	40:30
5	A. Krusel	3:30	40:30½
6	T. Burk	0:45	38:05
7	L. Boneburg	4:00	40:55
8	J. M. Tanner	scratch	38:10
9	Fred Schudt	scratch	38:11
10	C. J. Smith	2:00	40:12
11	J. Tanner	1:15	40:25
12	R. J. Hoover	scratch	39:15
13	W. Hackett	5:00	41:20
14	J. Barbach	scratch	39:25
15	T. Mass	2:50	42:00
16	J. Stiglemair	5:00	40:49
17	J. Kirby	3:00	43:10
18	Chas. McCravken	2:00	42:41
19	G. Hart	6:00	43:55
20	J. Ginnan	0:30	42:10
21	J. Mortimer	5:30	43:42
22	Henry Schafer	scratch	42:00
23	W. Meagan	5:30	44:15
24	V. Davis	4:00	47:15
25	W. Naisel	2:30	45:46
26	J. Fuchs	4:00	47:25
27	G. P. Hoover	3:30	47:22
28	L. Nuck	2:30	46:56
29	H. Rieff	3:00	47:38
30	M. O'Dea	5:30	53:37
31	S. Kioskiwski	3:30	57:16
32	F. Schultz	4:00	58:00

Six Day Plans Already Maturing.

Here's some real good dope wafted from Boston way this week: Walthour left for Salt Lake City Tuesday night, where he will ride in paced races, but before going he arranged with Matt Downey to team with him in the next six day race. Simultaneously, comes the announcement that Joe Fogler, winner of the last big grind, and "Jimmy" Moran, have effected an agreement and these two will try to win the big race next December. Just where E. F. Root, who has been a member of the winning team for three successive years, comes in is not made plain. Root had been telling that he expected to team up with Walthour, while those "in the know" opined long ago that Root and Fogler have no intentions of burying the hatchet. Alex MacLean has leased the Park Square skating rink and intends to hold a six day, ten hours a day, race there during the Harvard-Yale week and is already signing up teams. It is also straight goods that Jack Prince and Walthour are going to jointly run a circuit, including Atlanta and Nashville, next winter, and one of the objects of the latter's trip to Utah is to sign riders for the southern circuit.

Cycling on the Rail.

It is an unusual sight to see a bicyclist riding along a railroad track—one one of the rails, though the use of the roadbed itself where local highwys are bad, is not

unknown in some sections of the country. In certain cases railroad inspectors employ bicycles in the regular line of duty, fitting



them with a special device for locking the a privilege is not available for the ordinary steering wheel and guiding the machine

along the sloping surface of the rail. Such individual, however, and hence it is to be supposed that the man shown in the picture must have had some sort of "pull" with the road on which he is riding. It is a chance "shot" at an unknown rider on a western railroad, and shows how he is making good use of his advantages in bringing home a fine lot of ferns and flowers to "mother." In a land of poor highways, this would prove an ideal mode of travel were it only possible to make use of it.

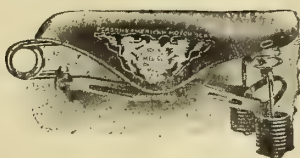
Salt Lake Messenger Boys' Race.

Salt Lake City's messenger boys had their first annual outing at the Salt Palace saucer on Thursday afternoon, 18th inst., and although many forms of amusements were provided, the bicycle races on the track furnished the most excitement. Brown, from 20 yards, won the half-mile handicap, with Crebs, 20 yards, a close second. Davidson (40) finished third. Time, 1:13½. In the mile handicap, Elmore made good his lead of 65 yards and although Bowers, on scratch, rode hard he could not overhaul him before the finish. Crebs, from 10 yards, got third. Time, 2:36½. Bowers, 10 yards, won the three-quarter mile handicap from Crebs, 15 yards; Elmore, 80 yards, was third. Time, 1:45½. Bowers, Crebs and Elmore finished in this order in the two-mile lap race which was run in 5:31½. Parley Giles distinguished himself by riding a quarter-mile exhibition in 26 seconds

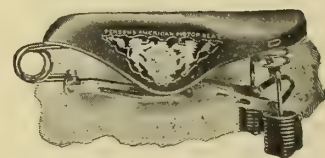
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PERSONS MANUFACTURING COMPANY, WORCESTER, MASS.

BICYCLES SUPERSEDE WHISTLES

Owensboro Police Foiled by Noisy Burglar Alarms—They Adopt the Better Plan of the Still Hunt.

Owensboro, which is in Kentucky, the state of family feuds, has for a long time had a most complicated and yet ingenious police system which is now to be greatly altered by the introduction of bicycles into it. When, in the past, trouble has occurred in Owensboro it has been the custom to communicate with the municipal lighting plant where a big whistle would be blown. This whistle, which could be heard all over town, would be a warning to the patrolmen that they were wanted at once to assemble at headquarters in order to get their instructions as to the nature of the trouble and what was to be done. In the time required for the assembling of the patrolmen, the officials could generally learn as to whether the disturbance which had precipitated the blowing of the whistle was a feud affair, concerning prominent citizens, and therefore to be ignored, or the work of some rascally culprit of a nobody who should be apprehended as promptly as Owensboro methods would permit. Unfortunately it has frequently happened that the latter emergency has arisen, and the time consumed in whistling for the patrolmen and the subsequent deliberations as to what should be done and who should be sent has given the offenders ample opportunity to escape.

The whistle, too, has served to warn the malefactors that the distinguished officers of the law were considering going after them, so that they might make their plans accordingly. The uniform success of the evil-doers in making their "get-away" impressed several of the prominent citizens that there were perhaps defects in the methods used by the police. Careful study by the sharper minds brought out the necessity for some more quiet and rapid method of getting the police "on the job," as opposed to the steam whistle and convention plan employed. Many solutions for the problem were advanced but all were rejected until the happy suggestion of bicycles for the men at the central office. With the new system, emergency men will be sent out on bicycles both to run down the criminals and secure patrolment, and the steam whistle will only blow in the regular course of its working hour duties.

Lottie Hurt in a Loop-the-Loop.

As the result of a fall from a loop-the-loop Lottie Brandon, 24 years old, of New York City, is in St. Michaels Hospital, Newark, N. J., with a bruised face and body and a broken knee-cap. The accident happened last Saturday, 20th inst., when Miss Brandon was practising the stunt

preparatory to going on regular with a private show managed by Charles Hadfield, the old bicycle rider. The New York girl had made four successful loops but upon the fifth trial her bicycle ran off the course and she fell forty feet, with the result stated. Miss Brandon has for years been one of the most enthusiastic spectators at the road races held on Long Island.

Quick Recovery of Stolen Bicycle.

Thomas J. Devine, 58 Broad street, New Britain, Conn., recovered his stolen bicycle Tuesday evening of this week, in a summary fashion which, could it be followed out in all similar cases might soon put a stop to cycle stealing as a pastime for the idle and unscrupulous. Devine's wheel had been stolen from the rack in the factory where he is employed the previous Saturday, and nothing had been heard of it until Tuesday, when he saw a stranger riding it along East Main street. Rushing out into the street, he seized the machine and the stranger at the same time and after a brief struggle succeeded in separating the two. He then mounted the wheel and rode off.

War Experiments with Bicycles.

Germany, the country in which steam-propelled fire engines are sometimes equipped with bicycles, carried on the tender for emergency despatch duty, has always been forward in its endeavor to utilize these light and mobile vehicles for utilitarian purposes. A unique demonstration of this spirit will be seen this fall in the so-called Kiser manoeuvres which are to take place at Posen in September, when in addition to their regular use for reconnoitring and orderly work, bicycles will be used in executing surprise attacks on infantry. They will carry light machine guns and one object of the trial will be to see whether they can be substituted satisfactorily for cavalry.

Uncle Sam Seeks Missing Trick Rider.

The State Department at Washington has instituted inquiries at Berlin as to the whereabouts of "Eddie" Giffard, a one-legged trick bicycle rider, who has disappeared mysteriously, according to cable advices, via Europe. Giffard gave several sensational performances in Germany, which included a dive into a tank, but the authorities refused to permit him to continue because of the fact that several boys who endeavored to imitate his tricks were drowned.

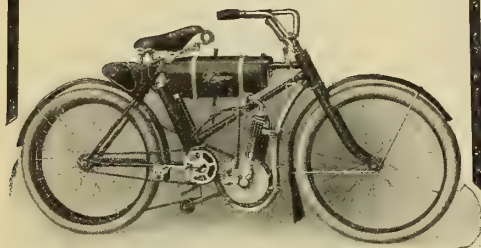
Anderson Wins at Celtic Park.

Charles Anderson, of Newark, N. J., won the three-mile bicycle race at the Kilkenny games at Celtic Park, N. Y., last Sunday, 21st inst. Charles Nerent, Brower Wheelmen, finished second and A. J. Seldney was third. There was considerable criticism over the way all the fastest riders were placed in one heat and the second-raters in another.

WHY**IS IT****THAT****75****Per Cent.****of the****Motorcyclists****of this Country****RIDE****INDIAN
Motocycles****?****BECAUSE**

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Springfield, Mass.

Wagner



100%

In the Los Angeles-San Francisco 1000-Mile Endurance Run, in which only 7 of the 22 machines entered received perfect scores, there were 3 "WAGNERS" entered all of which finished with perfect scores. The only manufacturer represented with more than one machine entered to receive 100 per cent. perfect scores.

Further comment is unnecessary.

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FOUNDED 1870

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All in a Late Celebrated Case.

(With apologies to "The House that Jack Built.")

Inspired by the famous decision in a British court in the cause of the bicycle against the hen.

This is the public highway.

This is the man
Who rode along
The public highway.

This is the wheel
That carried the man
Who rode along
The public highway.

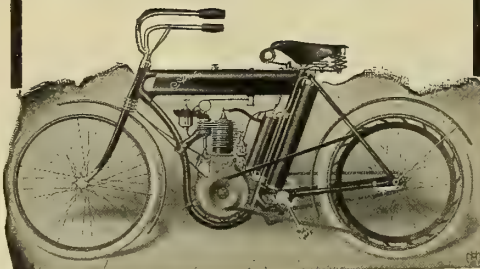
This is the hen
That wrecked the wheel
That carried the man
Who rode along
The public highway.

This is the farmer
Who owned the hen
That wrecked the wheel
That carried the man
Who rode along
The public highway.

This is the judge, with the solemn face,
Who tried the famous damage case,
And acquitted the farmer
Who owned the hen
That wrecked the wheel
That carried the man
Who rode along
The public highway.

—S. HAYFORD.

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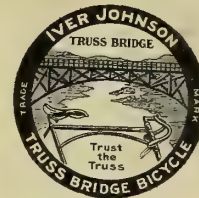
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is nature's de-
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est strength of
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easy propulsion.

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describes all models and agent's
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automobile lamp. Well adapted
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\$1.50. Send for complete circulars.

THE R. E. HARDY CO.,

86 Watts Street,

New York City

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

Volume LV.

New York, U. S. A., Saturday, August 3, 1907.

No. 19

ON TO ATLANTIC CITY

All Ready for Holiday of the Bicycle Trade
—Conventions, with Sociability and
Sport on the Side—Program and
List of Committees.

In every sense the greatest bicycle meeting, convention, carnival, conclave, or combination of all these that has been held in recent years is the gathering at Atlantic City which begins on August 6 and concludes on August 9. From the standpoint of sport, of trade or of mere recreation and sociability it is the biggest thing of its kind that has been planned in a long time, and the program that has been perfected and the arrangements that have been made insure an event or series of events that will be memorable in bicycle history.

It will bring together the heads of the great bicycle manufacturing establishments who belong to the Cycle Manufacturers Association, with men who guide the destinies of the concerns making bicycle fittings and accessories and who belong to the Cycle Parts and Accessories Association, prominent jobbers and tradesmen belonging to the National Bicycle Jobbers' Association, well known speed cracks who have entered for the Industrial Handicap, new riders who come for a try at the laurels this event offers, confident youngsters who will test their mettle in the Young America Handicap, members of the press, and, best of all, it will bring the ladies in large numbers. Atlantic City in itself is a place where nobody need lack for entertainment, but with the special provision that will be made for everybody concerned in or attending the big bicycle meeting a good time, in the language of the rural correspondent, "will be had by all."

Such a large attendance is assured that the plan followed at other big conventions of giving everybody a registered number

on a roster by which they can be identified and their hotel address determined, will be put into execution. By this plan it will be possible to glance at the number displayed on one's neighbor's lapel and by consulting the book supplied free to everybody by the Bicycling World, to know just who he is and where he is stopping. There are so many committees, too, that their members will wear distinctive colored badges identifying them. The committee of arrangements, for instance, will have white badges, the reception committee pink, the ladies' entertainment committee blue, etc.

The daily program, to which further entertaining features may yet be added, is as follows:

August 6th.—9.30 a. m. Automobile and Motorcycle races on Ventnor Beach. (Take Atlantic avenue trolley cars.) 4.00 p. m., Committee meetings.

August 7th.—10.30 a. m. Meeting of the Cycle Manufacturers Association in Tower Young's Steel Pier. 10.30 a. m., meeting of the Cycle Parts and Accessories Association at Young's Steel Pier. 2.00 p. m., Floral Automobile Parade. 9.00 p. m., Bowling match, C. P. and A. A. vs. C. M. A.

August 8th.—10.30 a. m. Meeting of the National Bicycle Jobbers' Association, Young's Pier. 2.30 p. m., joint meeting of the Cycle Manufacturers Association, Cycle Parts and Accessories Association, and National Bicycle Jobbers Association, banquet room of the Shelburne Hotel, addresses by E. S. Fretz, Cycle Manufacturers Association; W. H. Crosby, Cycle Parts and Accessories Association; P. R. Robinson, National Bicycle Jobbers Association, and E. L. Rosenfield, Exports. 5.00 p. m., Clam Bake and Band Concert at the Inlet Pavilion; toastmaster, Albert L. Pope; musical directors, Geo. J. Bradley, Clarence E. Whitney, and Charles F. U. Kelly.

August 9th.—9.30 a. m. to 1.30 p. m., rolling chairs on Board Walk, starting from the Shelburne Hotel, for ladies only. 10.00 a. m. to 1 p. m., sailing parties starting from

(Continued on following page)

LAVA TIP MONOPOLY DEFEATED

Federal Court of Appeals Declares the Dolan Patent Invalid—Makers of Acetylene Burners Relieved.

Lava tips for acetylene burners, which have for six years been giving the trade a whirl of patent litigation quite disproportionate to their size, are now freed from patent monopoly by a decision of the United States Circuit Court of Appeals sitting for the Tennessee districts, and the famous Dolan patent, No. 589,342, granted August 31, 1897, which was previously sustained and which has been an effective club in making jobbers, lamp manufacturers, and dealers see the wisdom of buying only licensed tips, has been declared invalid.

Two actions which those interested in the patent had brought successfully against alleged infringers were upset by the decision of the Circuit Court of Appeals. The first had as the complainants D. M. Steward, M. Kirchberger, B. von Schwarz, P. von Frays and Chas. W. Iden, against the American Lava Co. and Paul J. Kreusi, of Chattanooga. In this action Judge Clark of the Circuit Court declared for the complainants and issued a permanent injunction against the defendants restraining them from the manufacture of some seven different types of acetylene burners. A little later the American Lava Co. brought out a new burner, but this too was made the subject of an action in which D. M. Steward alone appeared as the complainant, and an injunction was granted against it. This was later suspended upon the defendants filing a bond of \$6,000.

Both actions were appealed by the defendants with a result that the appellate Court reversed both of Judge Clark's decisions and declared the patent invalid. This decision was based on the ground that Dolan's idea had been anticipated some years before by Bullier in France.

ON TO ATLANTIC CITY.

(Continued from preceding page)

the Inlet. 2.30 p. m., Bicycle run to Road Race; Col. George Pope, Marshal. 3.00 p. m., 25-mile Industrial Handicap and 5-mile Young America Handicap, under the auspices of the Atlantic City Wheelmen, and with the patronage of the Cycle Manufacturers Association and the Cycle Parts and Accessories Association; Associate Managers, Frank Libey Valiant, New York City, and Charles A. Van Doren, Atlantic City.

For the successful carrying out of so rich a program, a good lot of solid hard work and wise planning is, of course, necessary. This duty naturally falls upon the various committees chosen for the direction of affairs. The very personnel of these committees is a promise of efficiency and success.

First there is the committee on arrangements, who will wear white badges as their distinguishing color. This committee is composed of W. J. Surre, chairman, Harry Walburg, secretary; R. D. Webster and D. B. Harris. The large, general arrangements covering the affair have been under their control. Next come the committees to which more detailed and specific duties have been assigned, made up as follows:

Committee on Road Race (red badges)—C. A. Persons, chairman; C. F. U. Kelly, C. A. Musselman, Ignaz Schwinn, W. G. Robb, and J. W. Grady.

Reception committee (pink badges)—Frank Mossberg, chairman; H. S. White, F. I. Willis, Geo. W. Nock, C. L. Elyea, W. H. Grover, F. L. Watters, Theodore Weigle, F. I. Johnson, W. G. Schack, J. F. Cox, W. F. McGuire, C. K. Anderson, W. H. Crosby, and D. S. Troxel.

Boating Committee (green badges)—William Holland, chairman; Clarence W. Griswold, L. G. Whittier, J. E. Poorman, Jr., Thos. Heller, H. E. Field, and W. H. Pirrong.

Ladies' Entertainment Committee (blue badges)—W. F. Remppis, chairman; W. S. Gorton, C. F. U. Kelly, Geo. J. Bradley, D. P. Sprakers, Keyser Fry, F. C. Robie, C. L. Kelsey, C. W. Leng, C. F. Ballew, J. W. Ash, J. W. Foster, and Chas. Weaver.

Bicycle Run to Road Race (yellow badges) F. I. Willis, Chairman; F. A. Baker, Louis Schwab, J. W. Higgins, F. C. Finkenstaedt, A. B. Coffman, L. M. Wainwright, DeWitt Page, R. D. Webster, B. F. Keefer, F. C. Riggs, B. X. Shields, T. N. Biddle, Geo. M. Hendee, F. A. Stephani, and S. A. Falor.

Press Committee (purple badges)—Frank W. Roche, chairman; Geo. A. Buzby, W. H. Porter, and Geo. A. Wahlgren.

Bowling committee—W. G. Schack, chairman.

Indications point to an attendance greater than for any similar event in the history of the industry. From all parts of the country pilgrims who are interested in the bicycle are making their way.

JUNE EXPORTS SHOW INCREASE

The United Kingdom, Germany and Cuba Lead the Improving Markets—Figures for the Fiscal Year.

Returns covering exports of cycles and parts for the month of June, show a slight gain over the corresponding figures for 1906 amounting to \$6,323. The total value of exports was \$100,881. Eight of the eighteen divisions recognized by the Bureau of Statistics at Washington shared in the appreciation, led by the United Kingdom with an increase of \$12,858. Germany was second, with a gain of \$3,656, and Cuba third, with \$2,561. Mexico, Brazil, Italy and France were the other countries showing improved cycle markets. British North America, leading the depreciation with \$4,006, was followed by Japan, with \$3,826, and "Other Europe" with \$2,494. The losses of "Other Countries," Belgium, and the Netherlands were respectively, \$1,174, \$1,170, and \$1,160, while the depreciations in "Other South America," Argentina, British Australasia and "Other West Indies and Bermuda" were comparatively trifling.

The totals for the twelve months ending with June 30th, reveal the effect of the decline which has been fairly continuous since the beginning of the fiscal period just closed. The falling off between the June to June periods of 1905-6 and 1906-7 amounted to \$188,000, in round numbers, and from the year ending June 30th, 1905 to the present, it was \$195,500. Since 1906 the Netherlands have fallen \$90,000, roughly speaking, while Japan's loss amounts to something like \$54,000. The group classified as "Other Europe" follows in order with a depreciation of more than \$45,000. The United Kingdom, however, reveals an improvement to the extent of some \$75,000, while among other hopeful markets is that of Mexico, which jumped from something more than \$50,000 in 1905 to \$90,000 in 1906, and again to \$95,500, during the year just closed. The report in detail follows:

	—June— 1906	1907	—Twelve Months Ending June— 1905	1906	1907
Cycles and Parts of:—					
Exported to:—					
United Kingdom	\$13,746	\$26,604	\$233,287	\$219,875	\$294,722
Belgium	2,719	1,549	37,328	26,571	27,067
France	2,631	3,049	59,409	39,792	38,940
Germany	1,011	4,667	59,908	79,761	40,466
Italy	721	1,774	22,754	33,923	22,172
Netherlands	5,054	3,894	40,542	128,864	38,482
Other Europe	11,465	8,971	158,925	244,738	199,308
British North America	11,012	7,006	125,258	69,513	55,324
Mexico	9,871	11,786	50,173	90,846	95,529
Cuba	2,204	4,765	37,677	37,184	40,568
Other West Indies and Bermuda ..	1,936	1,641	30,884	21,885	20,117
Argentina	1,873	1,167	17,540	16,603	19,392
Brazil	836	2,137	9,902	9,254	13,137
Other South America	2,283	943	18,629	17,284	18,747
Japan	17,665	12,839	286,235	197,203	143,366
British Australasia	6,726	6,189	125,249	93,866	81,482
Other Asia and Oceania	1,274	1,533	54,940	29,295	23,657
Other countries	1,531	367	9,788	14,308	10,438
Total	\$94,558	\$100,881	\$1,378,428	\$1,370,765	\$1,182,914

New Motorcycle Comes from Chicago.

Under the name of the "Triumph," the Excelsior Automobile Supply Co., 1436 Michigan avenue, Chicago, Ill., has just prepared for the market a newly designed motor bicycle, which embodies the very latest ideas in construction and is the culmination of two years careful study of the problems involved. While several novel features are embodied in the machine, its general make-up is that which is at present standard in the field.

The specifications include a $2\frac{1}{4}$ horsepower Thor motor, vertically mounted in the center of the frame by suspension from the lower of the two upper tubes and reinforcements on both sides of the crank case. The transmission is by Duckworth chain from the countershaft to the Brown compensating sprocket on the rear wheel, and is of straight line draught, thus eliminating all cross strains. Double grip control regulates the throttle, spark advance and valve lift. Lubrication is by constant drip through a sight feed glass, which permits a fine degree of regulation and requires no attention except when starting or stopping. The fuel and lubricant tanks and the battery container are embodied in a single casing suspended from the upper tube and fitting over the lower of the two parallels, thus forming a neat and effective assemblage. Two and one-quarter inch G & J clincher tires are fitted, and the 53-inch wheel base makes possible the use of a long low frame. The machine is equipped with the Persons motor saddle with coil springs.

Pope Discontinues Two Departments.

The Pope Manufacturing Co. has discontinued its advertising department at Hartford, Conn., and Robert L. Winkley, who has been serving as advertising manager, will continue with the company in a confidential capacity. The advertising will be handled by Martin V. Kelley, president of the MacManus-Kelley Co., of Toledo. The printing department which the Pope Co. maintained for many years also has been discontinued, as it was found cheaper to have the work done by outside printers.

RUMPUS ON SALT PALACE SAUCER

Kramer and Clarke Injured by Rough Riders—Hopper and Samuelson Fined—Lawson Under Investigation.

Salt Lake City, July 24.—Norman C. Hopper fined \$25 and suspended for thirty days, T. M. Samuelson fined \$10, Frank Kramer suffering from a bruised leg, Jack Clarke badly shaken up, and Referee C. L. Berry opens investigations over the alleged foul riding of Iver Lawson in the half-mile open. That is the summary of the wildest, most disgraceful night's racing—although it belittles the sport to characterize it as racing—that has ever been witnessed on the Salt Palace saucer. There has been a great deal of rough riding here this season and that the ill feeling existing between the riders did not reach a climax before is remarkable. The crash came in the five-mile lap race when Hopper deliberately put his hand on W. E. Samuelson's shoulder and slowed him down, after which T. M. Samuelson ran out on the track, hit Hopper and pulled him from his bicycle, following which Hopper chased Samuelson until the police intervened. The police had to escort Hopper from the track as the infuriated crowd wanted to mob him. Referee Berry's quick action in fining the two transgressors has met with approval, for it would take only another of the disgraceful scenes enacted last night to queer the racing game in Zion, where clean sport is the issue.

To begin with, the trouble started in the half mile open. McFarland failed to qualify in his heat and Lawson got Downing to pull him in the final, the others qualifying being Kramer, Clarke, Hopper, Pye and Hollister. At two laps to go Clarke with Kramer on, started around Downing pulling Lawson. Downing swung a little wide and as the Kramer-Clarke combination was clearly gaining, Lawson tried to cut through on the pole. In doing so he bumped Downing up the track, who bowled over Clarke, and that brought down Kramer and Hopper. Lawson having a clear field, finished alone, Pye getting second and Hollister third. Hopper and Downing got up unhurt and finished fourth and fifth, but poor Kramer and Clarke had to be carried to their dressing rooms. Kramer got a badly wrenched leg and Clarke was so badly shaken up that neither he nor the champion could ride in the final event.

After the trouble Kramer asked Referee Berry to investigate, claiming that if he did not get fair play he would quit riding, and Clarke intimated the same thing. As both Kramer and Clarke are two of the cleanest riders that ever pedalled around the saucer their "first kick" was not without excellent cause. The prize money was

held up pending the referee's investigations.

Nothing was said or done at the time on account of the foul riding, and Hopper naturally felt a little sore when he started in the five mile lap race. The Minneapolis man tacked onto McFarland's wheel, but Lawson came along and butted him off. Samuelson had Lawson's wheel and Hopper, instead of revenging himself on Lawson, tried to vent his spite on the innocent and much imposed upon Mormon. For four laps Hopper tried to knock Samuelson off Lawson's wheel, but was unsuccessful. Then to cap the climax Hopper deliberately took hold of Samuelson's shoulder and held him until the bunch had gained a lap. The Referee ordered Hopper from the track, but he yelled back that he would not get off. Hopper would not let go of Samuelson's shoulder, so when he came around to where Samuelson's brother, T. M., was standing, the latter ran out and landed a right for Hopper's jaw. It landed and Samuelson pulled Hopper from the track.

The crowd was wild and started to run across the track to get after Hopper, who in the mean time was chasing T. M., around the saucer. For awhile it looked as though all the riders would get thrown, but the only one to go down was Urban MacDonald, and he took a lucky header in the grass and was not injured badly. The police intervened and escorted Hopper from the track or the crowd would have mobbed him. Referee Berry acted promptly and fined Hopper \$25, besides suspending him for thirty days and gave T. M. Samuelson a fine of \$10. He also assured the crowd that he would investigate into Lawson's alleged foul riding.

The most interesting race of the evening was the unlimited pursuit, in which DeMara and Schnell fought to a finish, the latter winning a heart-rending sprint. Crebs won the mile handicap, with Gus Duester, of Brooklyn second, and DeMara third. Oliver Dorlon, of Sheepshead Bay, finished first in the mile invitation, defeating Fred West and Urban MacDonald in that order. The summaries:

Unlimited pursuit, in half-mile heats—Qualifants: Walter DeMara, Tom Morgan, M. Murphy, Fred Schnell, R. Diefenbacher, A. Crebs, and E. L. Hollister. Final heat won by Fred Schnell; second, Walter DeMara; third, A. Crebs. Distance, 2 miles 2 laps 110 yards. Time, 4:49½.

Half Mile open, professional—Qualifants: A. J. Clarke, Frank Kramer, Norman C. Hopper, C. L. Hollister, Hardy K. Downing, Iver Lawson, and Ernest A. Pye. Final heat won by Iver Lawson, Salt Lake City (protested); second, E. A. Pye, Australia; third, C. L. Hollister, Springfield, Mass.; fourth, N. C. Hopper, Minneapolis; fifth, Hardy K. Downing, San Jose. Time, 0:56.

One mile handicap, amateur—Qualifants: Gus Duester (145), Fred Schnell (scratch), Phil Wright (50), Rodney Diefenbach (45), Parley Giles (35), Hal McCormack (35),

and Walter DeMara (scratch). Final heat won by Crebs; second, Duester; third, DeMara; fourth, Schnell. Time, 1:56¾.

One mile invitation, professional—Won by Oliver Dorlon, Sheepshead Bay, N. Y.; second, Fred West, Salt Lake City; third, Urban MacDonald; fourth, Ben Munroe, Memphis; fifth, Jack Burris, Salt Lake City. Time, 2:13¾.

Five mile lap, professional—Won by Iver Lawson, Salt Lake City; second, Floyd A. McFarland, San Jose; third, Hardy K. Downing, San Jose; fourth W. E. Samuelson, Salt Lake City; fifth, S. H. Wilcox, Salt Lake City (Dorlon and McDonald fell). Time, 10:24¾.

Stofka Captures Outlaw Road Race.

A ten mile handicap road race was held last Sunday on the Merrick road, Long Island. It was won by J. A. Stofka, an unknown, who started from the 4 minute mark. All the riders were "unknowns" or riders who have been suspended by the governing body. The race was promoted by the "Empire City Wheelmen," until last Sunday known as the disgruntled Cork Pullers. Whether the change of name was expected to wash away the sins and cover the odium surrounding the other name, or not, is not stated. Here is the way the riders finished:

Name.	Hdcp.	Time.
1 J. A. Stofka	4.00	28.35
2 John Becht	4.30	29.12
3 Jerome Sternert	3.00	27.50
4 Dr. Miller	5.00	30.10
5 B. Kuntsche	4.30	29.12
6 A. E. Rhodes	3.30	28.42½
7 J. Krajce	3.30	28.42¾
8 Jas. Bennett	3.30	28.42¾
9 C. Carman	4.00	29.12½
10 A. Mulder	4.00	29.13
11 E. G. Grupe	3.30	28.43¾
12 H. Grupe	4.30	29.43¾
13 J. Esposito	3.30	28.44
14 A. Manzanillo	3.30	28.56½
15 F. W. Jones	2.00	27.28
16 A. Demarest	1.30	26.57½
17 F. Hany	2.30	27.57¾
18 C. Ericson	1.30	26.58
19 C. A. Frommeyer	2.30	28.00
20 T. Laossa	2.30	28.00½

Time prize winner:

L. Weintz (scratch) 26.41½

Davidson Wins Twice at Milwaukee.

Walter Davidson, riding a Harley-Davidson, won both the motorcycle events at the automobile race meet at the state fair grounds track, Milwaukee, on Saturday last, 27th ult. The first race was a five mile handicap, open to machines not exceeding 30½ cubic inches piston displacement, and Davidson had no trouble in mowing down the field of starters. Hildebrand, on the same make of machine started with Davidson on scratch and the pair finished first and second in 6:36, with Coulons, also Harley-Davidson, third. Three riders started in the special five mile race in which Brown, Yale, was given one minute, and Davidson, 30 seconds lead over George W. Lyon, on a Simplex-Peugeot. Davidson won out handily by 40 yards, with Lyon second. Time, 6:07.



First

Up Pike's Peak



First

Up Mount Wilson

The R-S Slogan

"Built and Tested in the Mountains"
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NEW YORK, AUGUST 3, 1907.

"I enclose you herewith check for \$2.00 for which please continue my subscription 12 months to your most excellent journal. Each issue is full of good thought for the progressive business man. I am a firm believer in advertising and from your journal I get many good ideas along this line."—B. P. McCormick, Monroe, Ga.

Importance of the Exports Question.

About the most hopeful symptom exhibited in connection with the movement of the cycle industry for several years, is the decision to discuss exports at the Atlantic City meeting. It is a subject that will stand ample consideration, and we have reason to believe that this movement will not end in mere talk, but will be followed up by real action.

How great is the need of a revival of the export trade only a single glance at the totals for the twelve months just ended is required to show. The gradual wasting away of this branch of the business during the past year or two in the face of the constructive work in the domestic branch of the business, has given good ground for considerable anxiety. Exports form the

safety valve of trade. Foreign business, not being influenced by the local ups and downs which affect the markets of each country separately, experiences its upward and downward trends independently of those which affect the home trading, thus in a measure counterbalancing the variations and irregularities which unsettle the manufacturer. The greater the volume of foreign business, the greater the steadying effect upon the industry which supports it. The greater the relative volume of export business done by any country as compared with any other, the greater its hold on existence, and the better its stability. Much of the future importance of the American cycle industry thus depends upon its securing a decent share of the foreign market.

Effectiveness of Prompt Punishment.

It requires no very keen eye to see that where punishment for foul riding is meted out roundly and soundly and promptly, its effect will at once extend beyond the riders directly affected and tone up the entire locality where the incident occurs. A recent example in point is that of the disgraceful performances at Salt Lake City ten days ago, where as a result of one of the most unsportsmanlike scrimages ever disguised under the name of bicycle racing, two men were fined for their share in the scrap, and one of them was temporarily suspended. The incident marked the climax of a period of growing unrest and lawlessness which had been noticeable more or less throughout the entire season up to this point. The unhappy outcome when several of the riders behaved like little boy toughs brought matters to a head. It is noticeable, however, that since the affair and its resulting penalization, no questionable methods of advancing themselves have been displayed by any of the riders.

Where punishment for offenses of any sort is delayed or directed at a select few of the unpopular riders, the only result is that of developing their ill will. Therein the punishment loses all of its force and value. Riders must be made to feel not simply that improper riding tactics may get them into trouble with the track management, but that they are a disgrace to the profession. Those who are censured must be made outcasts for the time being, and must feel the shame of their position. Prompt action in dispensing justice to the real sportsmen who ride a clean race, demands that every offense be met with a quick slap

of disapproval, handed out squarely and regardless of who is hit. Sharp and rigid enforcement of the law breeds wholesome fear of the law, and with wholesome fear and respect, honor and honesty find room to thrive.

One Lesson of the Endurance Contest.

If the endurance contest of the Federation of American Motorcyclists demonstrated anything, it demonstrated the value of two-speed gears. Only one such transmission was used during the trial, to be sure, but its performance was a noticeable and eye-opening one. It took its machine up the hills at a slow pace, yet one that carried it to their tops. When the rider was dismounted in the sand, he simply restarted his engine while at a standstill, remounted and went on without difficulty. Similarly he was able to negotiate many other treacherous spots with ease and without worry. It was a revelation calculated to quicken the demand for two-speed gears for motor bicycles as well as tri-cars.

The usual answer to arguments proving the need of double gearing for motor bicycles is that hills may be "rushed" so long as there is plenty of motor power, and that hence the additional mechanism is a needless complication. The difficulty, however, is that in many instances there is not sufficient take off to rush a hill properly, while in others the rough or winding nature of the track makes the practice extremely dangerous. For the application of high power at slow rates of speed, the only alternatives are a low gearing which is constant, or a variable gear.

American manufacturers must come sooner or later to realize the advantages of the two-speed gear, and to recognize the direct benefits which must accrue from its use. And as the *Bicycling World* has so frequently pointed out, the sooner the better for all concerned. Foreign makers already have taken it up, and the hold which the device has secured upon the market is a lasting and advantageous one. It is not an acknowledgment of weakness on the part of the motor, which prompts its treatment in such a way that it shall work to best advantage at all times. One of the frailties of the internal combustion motor is that its best effort is put forth only at certain limited speeds. In thus giving it the advantage of pulling to the most purpose when the load is heaviest and most taxing, the two-speed gear finds its mission.

KRAMER WITH LAME LEG WINS

Rides Plucky Race at Salt Lake—MacDonald a Winner—McFarland Recovering from Effects of His Accident.

Salt Lake City, July 27.—Despite the handicap of a lame leg, which he received in the melee of Tuesday night, National Champion Frank L. Kramer got back in the game last night and showed that if his one leg is damaged he has enough speed in the good one to land him a winner. Kramer won the final of the two mile lap in the fast time of 3:52½, under circumstances that would have discouraged a less pugnacious rider. MacDonald uncorked a surprise when he pulled down first money in the half mile handicap. If Walter DeMara had won the half mile handicap he would have broken the amateur record for that distance as the time was one-fifth of a second under the world's record. DeMara was beaten for first place by inches by a handicapped man, so the time will not count.

The two mile lap was the best professional event of the meet. Dorlon, MacDonald, Wilcox, Mitten, Munroe and Burris fought for laps at \$1 per and so injured their chances for the final dash. On the last mile Kramer had Pye's wheel, but detached and moved up a lap and a half to go. Downing swerved a little and threw Lawson out his stride. Kramer jumped and opened a lead that no one could close, Downing getting second and Lawson third. Clarke was unable to start on account of his injuries.

Urban MacDonald, the young New Yorker, won his first race of the season by beating out the field in the half mile handicap. Fred West gave "Mac" a hard struggle and beat out Mitten and Samuelson for second place. The time was fast, the watches showing 54 seconds.

Walter DeMara just kept moving all the time in the mile open and won with a wet sail from Diefenbacher. Hollister and Crebs finished next, in the order named and Duester grabbed fifth merchandise. Schnell set out to pull DeMara for a world's record in the half mile handicap and the bow-legged San Franciscan only missed it by a few inches. Tommy Morgan, from 75 yards, got to the ribbon first, else the record would have fallen, as the time was 57 seconds.

Gus Lawson gave T. M. Samuelson a lap handicap in the five mile motor race and after he got going passed the three contestants as if they had been standing still. Lawson finished the five in 5:56, the fastest mile being timed in 1:04. "Bobby" Walthour arrived at the saucer just as the motor race was being run. Next week a six day race, one hour each night, with a big purse, will keep the fans agog for all week. The summaries:

One mile open, amateur—Qualifants: A. Broadbeck, Gustave Duester, Ed Mayer,

E. J. Hollister, Rodney Diefenbacher, Phil Wright, Walter DeMara, Albert Crebs, and Parley Giles. Final heat won by DeMara; second, Diefenbacher; third, Hollister; fourth, Crebs; fifth, Duester. Time, 2:06¾.

Half mile handicap, professional—Qualifants: West (65), Limberg (85), Dorlon (55), Samuelson (40), Pye (25), MacDonald (90), Mitten (80), Wilcox (60), Burris (100), Downing (50). Final heat won by MacDonald, New York City; second, Fred West, Salt Lake City; third, Jack Burris, Salt Lake City; fourth, Worthington Longfellow Mitten, Davenport; fifth, W. E. Samuelson, Salt Lake City. Time, 0:54.

Half mile handicap, amateur—Qualifants: Morgan (75), Taylor (60), DeMara (scratch), Mayer (35), Duester (85), Hampshire (75), Schnell (scratch), Wright (25), Hollister (15). Final heat won by Tommy Morgan; second, Walter DeMara; third, Ed Taylor; fourth, Gustave Duester. Time, 0:57.

Two mile lap, professional—Won by Frank L. Kramer, East Orange; second, Hardy Downing, San Jose; third, Iver Lawson, Salt Lake City; fourth, W. E. Samuelson, Salt Lake City. Time, 3:52½.

Five mile motor handicap, professional—Won by Gus Lawson (scratch); second, T. M. Samuelson (220); third, E. B. Heagren (440); fourth, McCormack (660). Time, 5:56.

Salt Lake City, July 25.—An untimely accident, caused by the chafing through of a light French racing tire, nearly brought about the veteran Floyd A. McFarland's death last night at the saucer track. Only a providential fraction of an inch saved the Californian from meeting an untimely end. The accident occurred in the sixth mile of what was to have been a 20-mile paced match race between McFarland and W. E. Samuelson. Both men got away nicely, with "Mac" in the lead, and everything was moving smoothly in the sixth mile, until McFarland's front tire, worn thin from too constant rubbing against the pacing roller, exploded.

The fall occurred on the north end of the saucer and McFarland slid more than forty feet. A big sliver, five inches long, ran into his left side, breaking the rib below the heart. Had it deflected above the rib, the San Josean would never have known what happened to him. He was quickly removed to the hospital, where the doctors extracted another sliver about four inches long. (Late reports state that McFarland is resting easily, and that he will be able to leave the hospital in about ten days.) Fortunately for Samuelson he was far enough behind to avoid running over McFarland. The race was stopped and awarded to Samuelson.

Kramer and Clarke were not in fit condition to ride in the mile open, and McFarland and Lawson had an easy time. Lawson went the last two laps alone, Downing finishing second and McFarland third.

Pye, of Australia, made a little jump at the finish and got fourth.

Five of the long markers worked together with such good result that they caught the scratch bunch and won easily, Crebs taking the sprint, with Morgan and LaBelle close up. Mayer, Giles, LaBelle and Crebs finished in this order in the quarter mile open and Oliver Dorlon won the half mile invitation for professionals. After the meet Referee Berry announced that he had fined Iver Lawson \$25 for foul riding on Tuesday night when he caused four riders to fall, two of whom were injured. The summaries:

Quarter mile open, amateur—Qualifants: E. L. Hollister, Parley Giles, H. LaBelle, Walter DeMara, Gustave Duester, A. Crebs, and Ed Mayer. Final heat won by Mayer; second, Giles; third, LaBelle; fourth, Crebs. Time, 0:31.

One mile open, professional—Qualifants: Iver Lawson, Downing, Mitten, Wilcox, Pye, McFarland, Munroe, Limberg. Final heat won by Iver Lawson, Salt Lake City; second, Hardy K. Downing, San Jose; third, Floyd A. McFarland, San Jose; fourth, E. A. Pye, Australia. Time, 2:00.

Half mile invitation, professional—Won by Oliver Dorlon, Sheepshead Bay; second, Ben Munroe, Memphis; third, Jack Burris, Salt Lake City; fourth, S. H. Wilcox, Salt Lake City; fifth, Worthington Longfellow Mitten, Davenport. Time, 9:59¾.

Two mile handicap, amateur—Won by A. Crebs (105); second, Tommy Morgan (115); third, H. LaBelle (160); fourth, E. Taylor (110); fifth, Walter DeMara (scratch). Time, 3:58¾.

Twenty mile motor paced, professional—Race awarded to W. E. Samuelson, Salt Lake City, after McFarland fell in sixth mile.

Bewley Wins Motorcycle Race.

William Bewley, riding an R-S, captured the motorcycle race which was the first speed event on the card at the meet promoted by the Reading Automobile Racing Association, and held at the fair grounds, Reading, Pa., on Friday, July 26th. The distance was three miles on a half-mile track, which was made slow and dangerous by a light rain. In the first heat Bewley beat his brother, Charles Bewley, riding an Indian, lapping him on the fifth lap. His time was 4:27½. John Meharg failed to appear with his twin cylinder Indian to contest the second heat with Theodore Shultz, who thus became by default the contestant with William Bewley in the final heat. Shultz rode Arthur Ives's Fabrik Nationale, and he was lapped by Bewley on the second round of the track.

The summary:

Three miles for motorcycles under 3 horsepower—First heat won by William Bewley, R-S; second, Charles Bewley, Indian. Time, 4:27½. Final heat won by William Bewley, R-S; second, Theodore Shultz, Fabrik Nationale. Time, 4:28.

BARROWS AND COOK GET DIAMOND MEDALS

Springfield Man Well Earns it with Only Perfect Score in National Endurance Contest—Morley's Hill Plays Havoc with Contenders' Records—Contest Proves to be the "Greatest Ever"

THE MEN WHO WON THE HONOR MEDALS

CLASS A—SINGLE CYLINDER

Number of starters..... 42			Survivors 26		
Competitor.	Mount.	Score.	Competitor.	Mount.	Score.
1 B. T. Barrows, Springfield, Mass.....	2¼ Indian	1,000	6 A. B. Coffman, Toledo, Ohio.....	2 Yale-Cal.	980
2 F. A. Baker, Brooklyn, N. Y.....	2¼ Indian	999	7 J. A. Schleicher, Mt. Vernon, N. Y.....	2¼ Indian	980
3 G. N. Holden, Springfield, Mass.....	2¼ Indian	994	8 R. Sporleder, Wauwatosa, Wis.....	3 Harl.-Dvsn	973
4 S. T. Kellogg, Springfield, Mass.....	2¼ Indian	987	9 J. S. Seidell, Springfield, Mass.....	3 R-S	972
5 *T. K. Hastings, Brooklyn, N. Y.....	2¼ Indian	986	10 Percy Drummond, Newark, N. J.....	2¼ Indian	970

* Winner Private Owners' Medal.

CLASS B—MULTICYLINDER

Number of starters..... 13			Survivors 11		
Competitor.	Mount.	Score.	Competitor.	Mount.	Score.
1 A. Cook, Hammondsport, N. Y.....	5 Curtiss	998	3 Russell Smith, Scarsdale, N. Y.....	4 Indian	985
2 A. G. Chapple, New York, N. Y.....	6 N. S. U.	992	4 H. K. Wray, Bay Shore, N. Y.....	7 Simplex	962

Of the 60 men who enlisted for the sixth national endurance contest under the auspices of the Federation of American Motorcyclists, 55 faced the starter at Eighty-eighth street and Broadway, New York, at day break of Tuesday, July 30th. They were despatched in batches of fours at one minute intervals, the first quartet, J. F. McLaughlin, A. G. Chapple, F. E. Dalton, on N. S. U.'s, and J. A. Schleicher, on an Indian, being the first to be given the word at exactly 4:30 o'clock. Chapple's and Dalton's motors were equipped with two speed gears. It is well that the fact be remarked early in the story of the contest, for Chapple's performance, at least, is likely to prove of far reaching influence on the future of the industry.

Of the 55 starters, 43 reached Springfield, 200.3 miles, the first night's control, but six of them with their initial credits of 1,000 points intact. They had been obliged to encounter an uprising in the Berkshire range termed Morley's hill, a near neighbor of Jacob's Ladder, and an even more violent upheaval of Nature than the latter, and—well, if the points lost on Morley's were material ones, it would be many long days before any vehicle fitted with pneumatic tires would reach the top of that rough, steep mountain grade with wind in its tires. Eight of the contenders, four singles and four doubles—Chapple rode one of the latter—reached the top without penalization, but two of the six lost points before reaching Springfield.

Of the 43 who reached Springfield, all

save A. T. Wilson, of Philadelphia, checked out the next morning, July 31st, and of this number 36 reached Hills Grove track, outside of Providence, 305.4 miles, and participated in the economy test on that course, which broke the several ties that existed, and gave the diamond medal in Class A to cherubic Bert T. Barrows, of Springfield, Mass. (2¼ horsepower Indian), with a perfect score of 1,000 points and the similar award in Class B to Albert Cook, the man with the tousled bang, from Hammondsport, N. Y., who rode a 5 horsepower Curtiss. His performance in the economy test won the private owner's medal for Theodore K. Hastings, of New York (2¼ horsepower Indian), who finished fifth with a score of 986 points. Because of his position Hastings also secures one of the honor medals awarded in Class A. In addition to the 36 who reached the track, two others arrived in the city of Providence proper—L. H. Guterman, of New York, who while still within the time limit, broke a gear and went down and out almost in sight of the goal, and H. A. Glieman, of New York, who, despite trouble that had put him hopelessly out of the running and that would have caused many other men to quit, pressed on only to reach Providence after the control had been closed and all was over.

The first act of the endurance contest was played the night before the contest at George V. Lyons's motorcycle establishment, 2384 Broadway. It was there that the entrants reported that their schedules and

route sheets might be delivered and that numbers and seals be affixed to their machines and sizes of belt pulleys and teeth on sprockets be verified—tasks that were unusually expeditiously performed by the contest committee, H. J. Wehman, chairman, Roland Douglas and M. E. Toepel, assisted by R. H. Nickerson, president of the New York Motorcycle Club, and F. A. M. handicapper. Despite the expeditiousness, it was nearly midnight before the work was completed.

It was as interesting a gathering of motorcyclists as ever had been seen. The men hailed from 13 different States and reflected the truly national character of the contest. The short, dark, determined White, who came 3,000 miles from Texas only to be bowled out before he had fairly started the next day, the tall, spare, serious Deupree from Tennessee, and the rosy-cheeked, good natured French, from Maryland, made up the Southern contingent. The West sent a dark, rosy-cheeked, well set up representative in the person of Sporleder, of Wisconsin, and one with rose-hued hair and a bubbling fund of good humor, Van Sickle, of Indiana, who, with his tall side partner, Turner, of Chicago, had motorcycled nearly all the way to New York, and who were distinguished by blue checked overalls; Porter, a quiet, retiring, rather spare-built man from La Salle, Ill., and Ball, of Milwaukee, tall, well groomed, prosperous and aggressive, and fresh from his yacht, constituted the Western detachment. The tall, dark, good hu-

mored Coffman, referred to Chubbuck, his team mate and companion in previous contests, as "Father" Chubbuck, although Tassel, the third member of the Ohio trio, had more gray hairs than both of them put together.

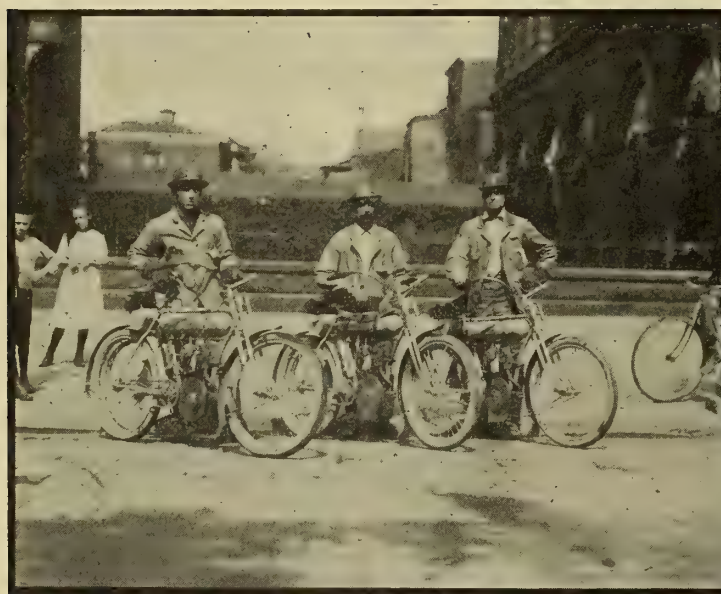
Pennsylvania had present a lithe, slender little stranger, Lyle Geiger, of Braddock, and the short, broad-shouldered, pleasant faced Schmidt of Sharpsburg, while Robling of Scranton, with a machine of his own manufacture, and Klein and Wilson of Philadelphia, and Schaeffer of Reading, also represented the Keystone State. The fair-haired, strong jawed Swenson, the Rhode

the next morning. He had broken his motor shaft during the day and stayed up the whole night assisting in its repair.

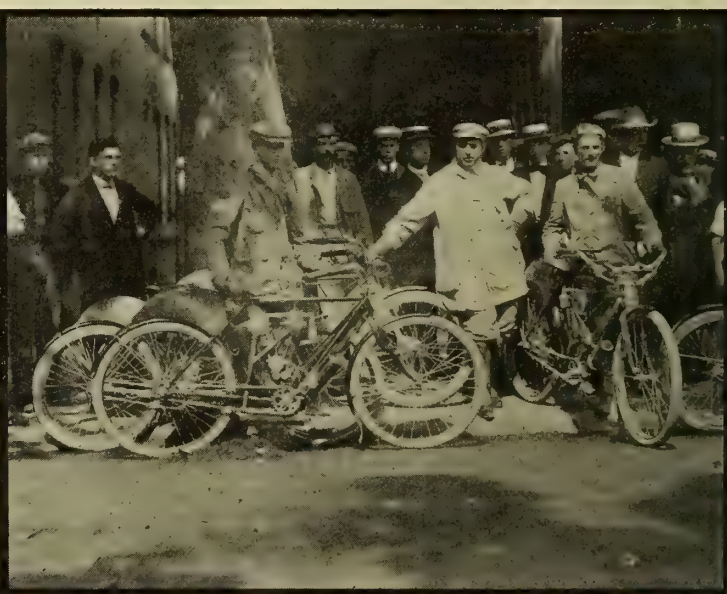
The following morning, day had scarcely dawned when the 55 lined up on the Broadway asphalt and while among others, Cross-Continent Chadeayne, "feeling like a fish out of water," as he remarked, looked on, they were, in their respective squads, given the word that started them on their long, trying chase for honor medals. Dr. Thornley, showing the effects of his all night labor, but in costume a model of smartness, was the last man away. He went exactly

coming three thousand miles. But White says he'll be on hand again in 1908.

It had rained hard the previous afternoon and the day itself had dawned gray and doubtful, but as it aged, the sun grew strong and before the vanguard reached Poughkeepsie, the sky was blue and clear. The first four men, No. 1, McLoughlin; No. 2, Chapple; No. 3, Dalton; and No. 4, Schleicher, were due there at 9.43 a. m. Nos. 2, 3 and 4 arrived at exactly 9.42 o'clock, but due to the allowance of five minutes leeway, the excess of one minute did not "count." The missing No. 1, McLoughlin, had suffered an unusual accident. The



THE TOLEDO TRIO—CHUBBUCK, TASSEL, AND COFFMAN



HEDSTROM, HASTINGS AND KELLOGG

Island "war horse," was again on hand, this time accompanied by the youthful Nisbett and Loftes, and the not so youthful Pickering. Holden and Barrows and Kellogg and Hedstrom of Springfield, Mass., "where the Indians come from," were there of course, but that city also was represented by Seidell and Tuckey, newcomers, who ride R-S's, and Tuckey, a big, quiet, knowing man, was the heaviest of the entrants. And, almost needless to say, New York was numerously present. Baker, primed with knowledge gained in four previous contests, touched elbows with Schleicher and Gliesman and McLoughlin, who each had but two to their credit, and with Hastings and Chapple, the latter of whom has a penchant for igniting the highways, and whom the knowing ones "tipped off" to last 100 miles or less. The two Wrays, little Russell Smith, big, red-cheeked Rose, Savery, Ruck—they and all the others who were about to make their first essay, presented themselves. And over all towered John J. O'Connor, of Connecticut. Six-foot-four, slender as a bean pole, unassuming to a degree, "Long John" was easily seen, even if he did not make himself heard. All of these to the number of 54, were checked and sealed Monday night. The fifty-fifth man, Dr. J. P. Thornley, did not check in until

three blocks and then dismounted. One of the on-lookers hurried to his aid and a few minutes later they disappeared in company over the brow of a hill. The doctor did reach the first control, Poughkeepsie, 78.3 miles, but he had had more than his first spell of trouble and was so far behind his 15 miles an hour schedule as to be hopelessly out of it. He pressed on, however, until a fall laid him low and left him with a bruised and stiffened leg which he brought to Providence by train.

Deupree, the Tennessean, went down and out within three miles of the start. He fussed and fumed a long while before he discovered his ailment—a practically dead battery. It has been installed only the day before and was supposed to be above suspicion, but it had been short-circuited in some way and thus dashed Deupree's hopes to earth. Carburetter troubles also developed and he lost so much time that he retired, but the following day went over the route and arrived in Providence on Friday as a lone tourist. White, the little man from the big State, Texas, was the next victim and not dry cells but a magneto was the cause. It went wrong and could not be righted and with New York less than 15 miles behind. It was hard luck surely to be thus subjected to a prank of Fate after

stand with which his machine was fitted, broke loose from the moorings 15 miles from the control, and falling into his rear wheel, ripped out its spokes and put it "out of business." McLoughlin trained back to New York, secured a new rear wheel and taking the short cut to Springfield, reached that point the same evening.

If hilly, the roads from New York to Poughkeepsie are generally good. Although there were some hard falls, most of them on a projective car track near Fishkill, there were but five failures. In addition to White, Deupree and McLoughlin, Brereton and Jarmie gave up the chase. Brereton reported ignition trouble as the cause of his undoing, and said that Jarmie, a fellow townsman, tried to help him, and tarried so long that both men finally "chucked it" near Peekskill. Most of the riders took time by the forelock and although they were careful to keep out of sight of the control, they waited within easy striking distance of it. In their respective squads, they rolled into the station and attached their names to the score sheets at the prescribed one-minute intervals. Beyond Poughkeepsie, it was another story. There is less of macadam and more of "ordinary country road." Except in a few

spots, however, there is not much really rough or soft or trying going until after Lenox, Mass., is reached, but nearly all the way the country gradually inclines skyward, and is varied by numerous dips, some of them of the sort that call for good brakes. On one of these "incline" Snow fell. This is not a pun. George A. Snow, of Hartford, Conn., is the particular Snow who fell and he fell so hard that he injured his back so badly that he was laid up for two days. Then he went on to Providence. It was between Lenox and Springfield, however, that the contest became what may be called really interesting. There are 30 or 40 miles

Mann had been bothered by a skip in his engine; Koch, the New Jersey German, reported "I don't find my spark any place," Ruck had punctured his oil tank, Turner, French, Savery, Geiger, Nisbett and Loftes all had had "bad times," while Wilson and Glieman each had a whole mess of trouble in the mountains and before reaching Morley hill, where the hill climbing test occurred. French and Ball appear to have been the particular targets of the puncture fiend. French had so many of them that when he finally and tardily reached the hill, he was about "all in" because of his anxiety and effort to make up

afforded an excellent "take-off" of about 100 yards. That portion of the hill used for the climb was about 300 yards long, the steepest pitch of about 15 to 18 per cent. being near the top. The road is straight, save for a gentle turn near the summit, but it is not smooth. It is a common mountain dirt road, rough and stony and rather loose, with several water breaks, one of which had been partially washed away, thus leaving something of a depression across the road; it is flanked by a big boulder on one side and a couple of smaller ones on the other, but taken at the proper angle, the "washout" is of small hindrance, or if, be-



THE "GOOD SAMARITAN CAR" RELIEVING TIRE TROUBLE



ON A GOOD ROAD NEAR POUGHKEEPSIE

of superb macadam leading into Springfield itself, but before reaching it it is necessary to traverse the ordinary sort of ordinary country road, which means sand and stones and ruts. The road crosses the Berkshire range. It goes up and down and around in serpentine twists; the ups and downs and the arounds are sharp and long and frequent, leading through a country rugged but well wooded and until the macadam is reached human habitations are few and far between. It's a bad place in which to fall on trouble after dark. Morley hill rises high above this topography. After crossing Morley, one pitches down an equally sharp decline, thence up another stiff grade to Jacob's Ladder, descending which the traveler plunges onto a long, more gradual and winding up-ribbon of sand through the woods.

But before Morley's was reached, points lost in the endurance contest began frequently to strew the road. The unlucky Thornley had suffered the fall which rendered him hors du combat, and Dalton similarly had wiped up the earth. He, too, injured a leg, but a sympathizing Massachusetts farmer caused him to forget some of the twitchings by exacting \$7 for conveying himself and his machine back to civilization. W. H. Wray had been delayed by a broken cotter in his exhaust valve stem;

lost time in the rough country. Ball did not reach Morley's until the following day. He had been obliged to fuss so much with his tires even before reaching Lenox that when he arrived at that point twilight was approaching and he wisely concluded that discretion was the better part of such valor as might be contained in attempting to cross the Berkshires after dark over strange and treacherous roads. He accordingly stopped at Lenox over night and rode into Providence the following evening.

Of all contests, it is doubtful if any were ever held amid more picturesque surroundings than the test on Morley's hill. That grade is in the very heart of the Berkshires and from its summit, the adjacent ridges may be seen retreating to the horizon like giant billows of green in pursuit of each other. The ribbon of road that constitutes the path to the top of Morley progresses by a succession of "steps," each steeper than the one below, but broken by an occasional "landing" of a length of 50 or 100 yards, skirted on either side by a ditch and a rank growth of weeds more than man-high, with here and there a tree overhanging the roadway. It was on the last of the "landings" that the contenders in the endurance contest were required to dismount before attempting the ascent; it

fore one reached it, he negotiated the "off-side" rut and gained the narrow edging next the ditch, he had but to steer a safe course and watch the position of his pedals to avoid their striking a boulder and his course was relatively safe. It is just such a road as will be found in the heart of any wild and unimproved mountain country which is the sort of country that holds most charm for the genuine tourist of whatever sort. On this road five men were posted to observe and check the climbers on Tuesday last. Referee Douglas stationed himself near the "washout," Committeeman Toepel was on the summit, and Messrs Burke, Sullivan and Betts—the latter at the "take-off"—occupied intermediate points, megaphones facilitating the work, although all save the last rise could be seen from any point. On the very top is a badly weather beaten and lonesome house occupied by a family engaged in "roughing it." They rose to the occasion by setting up a table and dispensing doughnuts at five cents per nut, and lemonade at five cents per lemon. Such as it was, the food and drink "saved" the lives of many weary contestants. The man who pushes up that grade is sure to be possessed of a Saharalike thirst.

The first contender to reach the hill came afoot, and with a red skull cap lending color

Another Glorious



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The Indian Motocycles again
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Springfield, Mass.

Another Glorious Indian Victory

The Indian Motocycles again proved their supremacy in the
F. A. M. New York-Providence Endurance, Hill-climbing, and
Economy Test, July 30-31.

3 Grand Victories in 1

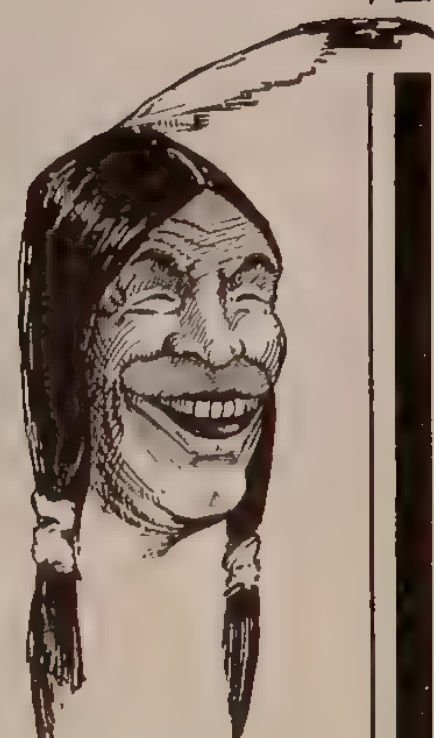
First in ENDURANCE

First in HILL-CLIMBING

First in ECONOMY

Does this not convince you of the superiority of the

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Springfield, Mass.



WEARY STRAGGLERS AT THE FOOT OF MORLEY'S HILL

to the surrounding greenery. He was B. A. Swenson. He was out of gasoline, but despite his trudge of nearly a mile, and a mix-up with a dog earlier in the day, he was as strong as an ox, in striking contrast to some of those who came long after. Where he expected to find gasoline in such a picturesque, but man-forsaken country, he knows best. But fortunately for him the automobile which had carried Referee Douglass and his assistants from Springfield was on the summit and was able to help him out. Swenson walked up the hill and then down again before the next man, A. G. Chapple, made his appearance. Chapple stopped for quite a long chat before attempting the ascent. While he waited the "pt! pt! pt!" of approaching motorcycles could be heard afar off in the still mountain air and from the hill top little dots like swiftly scurrying ants could be seen on the landscape. Suddenly, the sounds would cease and the dots would disappear as trees or dips in the road hid them from view. It was as if the earth had opened.

Chapple and Swenson were still conversing, when after a period of silence, Barrows and Holden, who are partners in business, as well as in sport, came on the scene. They explained the sudden "disappearances." The competitors had been warned about reaching the hill before 2.45 p. m. The leaders did not know just what the warning conveyed, but were taking no chances and had stopped well out of sight. Incidentally, many of them made use of the

time by testing or changing valve springs and cleaning spark plugs and commutators, while one expert is said to have even dismantled and cleaned his carburetter. He failed on the hill despite his precaution. One other man, who is known to have mixed two ounces of ether with his fuel, also had his labor for his pains. Later, the report came that some of them were changing gears, which was contrary to the rules, and thus brought the referee bounding down the hill in the big automobile. He found the report unfounded, but he did give the waiters a big surprise. They had not expected to see him.

Previous to this incident, several men had made the ascent. Time was not a factor in the case, but pedaling in Class A—single cylinders—entailed a loss of 10 points, and stoppage, 25 points, while in Class B—multi-cylinders—the penalties were 25 and 50 points, respectively.

Barrows was the first man to go up. He rushed it and went up beautifully, too, working his body gently up and down to assist his flight. Holden followed him. His ascent was of the same nature. Both picked their way skillfully, avoiding the boulders and the bump at the waterbreak without turning a hair. It seemed as if Morley's hill was but a mere pimple, after all. Then Chapple, the first man on a "double" to undertake the climb, made his essay. It was of a far different nature from that made by the two who had preceded him. While he started

fast, he did not actually "rush the hill." Perhaps he had practiced with his two-speed gear and knew its capacity. He went up "on the low" and the further he went, the slower seemed his pace. It appeared as if he must stop. He appeared to strike every stone and boulder and rough spot in the road and when he reached the "washout" he met it at the wrong angle and turned almost broadside across the road. How he kept his seat and his engine going without pedaling was a revelation of the efficacy of the two-speed gear. He all but stopped, yet he recovered and went up without penalty.

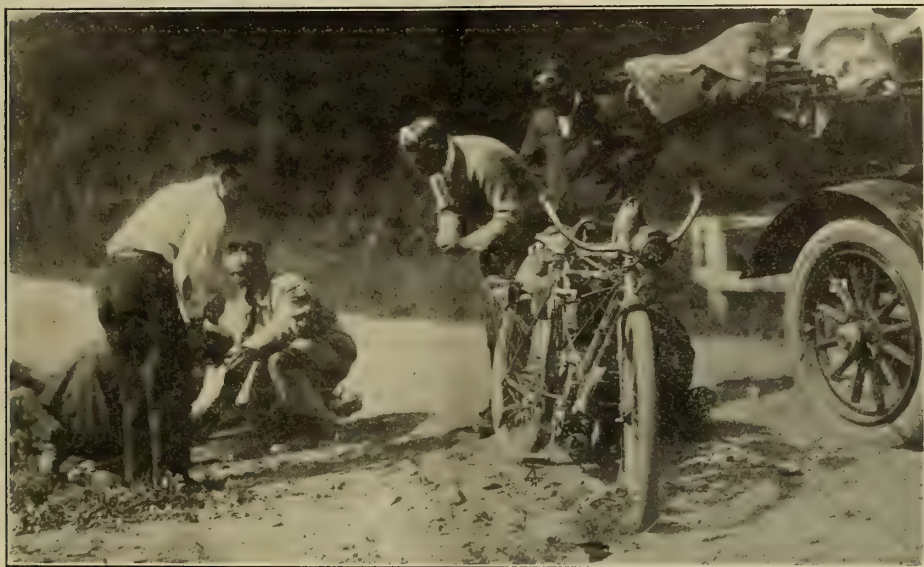
Swenson made a slam-bang ascent. He fairly charged at the hill, but soon lost his momentum, but he began pedaling in time and seemed to almost lift himself over the top when the great strength he was putting into the pedalling, snapped off a pedal and dismounted him, making his loss 25 instead of 10 points. Thereafter the men came rapidly. All were stopped on the "take-off" and went up singly. Before a dozen had made their climbs, Morley's had regained its reputation. It was not such an "easy mark" as Barrows and Holden had made it appear. In all only eight men conquered it, viz: Barrows, Holden, Baker and Schleicher in Class A, and Cook, Chapple, Smith and Howard K. Wray in Class B. Cook and Wray made picturesque ascents. Around Hammondsport, N. Y., such hills are not rare and Cook felt quite at home. He simply bounded up the grade, touch-

ing only the high spots; he seemed in the air most of the time. Young Wray came late and was so excited that he appeared to have "lost his head." He paid no attention to signals to stop, but tore up like mad. When he came down again, he was still in such a fluster he ran into the bushes. His elder brother had arrived meanwhile and said some things that would not look well in print. The youngster, who straddled the most powerful machine in the contest, then

ditto Gliesman; ditto Koch, who spent more than 30 minutes recuperating and seeking that spark that "I don't find any place." Some of the riders tell a good story on Koch. It was his first contest of the sort and he was not well up on ways or rules. When he became hungry, he turned to one of the veterans and asked in his Teutonic English:

"When do we stop to eat?"

"You mustn't eat. It's against the rules?"



HALTED TO MAKE A REPAIR

went up in regular order and at a terrific pace that threatened accident at every jounce. His brother followed him—and stopped en route. Of all the Class B men, none were expected to subdue Morley's with greater ease than the expert Hedstrom. When he stopped short at the "washout," surprise was general. He himself shared it.

"Well! Who'd have thought it?" he exclaimed almost involuntarily.

Of the men who failed on the hill, there is no doubt that not a few would have reduced their losses, had they accepted the inevitable early enough. Too many of them permitted their engines to slow to the such an extent that when they resorted to the pedals it was too late. On the other hand, heavy men like Tuckey and Hastings, who "took their medicine" with good grace and pedalled before their motors began to labor, reached the top without dismounting or back-breaking effort.

It was laughable to hear some of the tail-enders whose motors were almost as tired as themselves, inquire:

"Will I have to stop at the top?"

They were not required to do so, but they all stopped before reaching the top, and not from choice, either.

Some of the stragglers were in bad shape and dallied long before making the ascent. French, who had not previously ridden ten miles this season, still had rosy cheeks but he admitted that he needed rest sadly. Savary was very, very tired; ditto Wilson;



"LONG JOHN" O'CONNOR LEAVING A CONTROL

Koch was not convinced of the "truth" until he met Swenson, who, like himself, rode a Merkel, and who also had been let into the joke.

"Don't we eat soon?" he inquired.

"Whatever you do, don't eat during an endurance contest. You'll be penalized if you do," replied Swenson without a smile.

"You mustn't touch food until you reach Springfield."

"That's a pooty long time to wait," Koch is said to have ruefully remarked.

It may be that these cautions were at least partly responsible for the German's tired feeling on the hill. He walked up Morley's and finally reached Springfield in time for a late supper that night.

But the tireddest man of the whole day was a tall, long legged New Yorker named Rogers, on an M. M., who saved the price of the entry fee by following the contenders without having formally entered the contest. He came trundling up the approach to Morley's and as soon as he reached the take-off he let his machine drop into the bushes and he himself fell in after it. He lay there for the better part of an hour, and when finally he pulled himself out he appeared in a semi-trance. He gazed wistfully up the hill and in answer to questions, he spoke disrespectfully of his mount; but he had not much to say until a two-horse surrey happened along and stopped. He made a dicker with the driver and fastening one end of a harness strap to the head of his motorcycle and the other end to the rear of the surrey, he straddled his machine and half-walked and was half dragged up the hill. It was about as comical an exhibition as is seen off the stage. Rogers finally reached Springfield, but when or how no one knows, or cared, for that matter.

To bid good-by to Morley's hill, is not to leave behind the rough or the soft or the tilted road. There are other stiff ups and downs, and always the road winds so often, that a sharp lookout is necessary; there are two long stretches of loose going, too—possibly the longest on the route. After ploughing through eight or ten miles of

Summary F. A. M. Endurance Contest, July 30-31

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THE BICYCLING WORLD AND MOTORCYCLE REVIEW

Class A—Single Cylinders

Pos.	Score.	Competitor.	Mount.	Tires.	Brake.	Transmission.	Coil.	Rider's Weight	Machine Weight	Pough-keepsie 78.3 miles.	Springfield 200.3 miles.	Worcester 252.3 miles.	Providence 305.1 miles.	Hill Climb.	Economy Test.	Penalties.
1	1,000	B. T. Barrows, Springfield, Mass.	2 1/4 Indian	G & J	Corbin	Chain	Splitdorf	158	110	0	0	0	0	0	0	0
2	999	E. A. Baker, Brooklyn, N. Y.	2 1/4 Indian	G & J	Corbin	Roller	Splitdorf	150	150	0	0	0	0	0	1	1
3	994	G. N. Holden, Springfield, Mass.	2 1/4 Indian	G & J	Corbin	Chain	Splitdorf	140	110	0	0	0	0	0	6	6
4	987	S. T. Kellogg, Springfield, Mass.	2 1/4 Indian	G & J	Corbin	Roller	Pittsfield	136	120	0	0	0	0	10	3	13
5	986	T. K. Hastings, Brooklyn, N. Y.	2 1/4 Indian	G & J	Corbin	Roller	Pittsfield	180	140	0	0	0	0	10	4	14
6	980	A. B. Coffman, Toledo, Ohio.	2 Yale Cal.	G & J	Corbin	Belt	Dow	143	125	0	0	0	0	10	10	20
7	980	J. A. Schleicher, Mt. Vernon, N. Y.	2 1/4 Indian	*G & J	Corbin	Chain	Splitdorf	142	135	0	0	0	0	0	20	20
8	973	R. Sporleder, Wauwatosa, Wis.	3 Harley-Dvsn.	*G & J	Thor	Belt	Dow	150	155	0	0	0	0	25	2	27
9	972	J. S. Seidell, Springfield, Mass.	3 R-S	*G & J	Morrow	Chain	Splitdorf	170	140	0	0	0	0	10	18	28
10	970	Percy Drummond, Newark, N. J.	2 1/4 Indian	G & J	Corbin	Roller	Pittsfield	134	120	0	0	0	0	25	5	30
11	968	J. W. Tassell, Toledo, O.	2 Yale Cal.	G & J	Morrow	Belt	Dow	140	125	0	0	0	0	25	7	32
12	967	Peter H. Cox, New Haven, Conn.	2 1/4 Indian	G & J	Corbin	Chain	Pittsfield	140	110	0	0	0	0	25	8	33
13	966	J. J. O'Connor, Hartford, Conn.	1 3/4 Indian	*G & J	Corbin	Chain	Splitdorf	155	120	0	0	0	0	25	9	34
14	965	G. A. Tuckey, Springfield, Mass.	3 R-S	G & J	Thor	Chain	Splitdorf	217	135	0	0	0	0	10	25	35
15	964	A. L. Hilaman, Moorestown, N. J.	3 1/2 Hilaman	G & J	Corbin	Belt	Splitdorf	170	142	0	0	0	0	25	11	36
16	956	B. A. Swenson, Providence, R. I.	3 Merkel	Goodyear	Corbin	Belt	Dow	160	150	0	0	0	0	25	19	44
17	953	S. J. Chubbuck, Toledo, O.	2 Yale Cal.	G & J	Corbin	Belt	Dow	160	125	0	0	0	0	25	22	47
18	948	A. Klein, Philadelphia, Pa.	2 1/4 Indian	G & J	Corbin	Roller	Pittsfield	165	157	0	0	0	0	25	17	52
19	940	J. S. Nisbett, Providence, R. I.	3 Harley-Dvsn.	*G & J	Thor	Belt	Dow	140	110	0	0	0	0	25	15	60
20	912	Lyle Geiger, Braddock, Pa.	2 1/4 Merkel	G & J	Thor	Chain	Splitdorf	122	160	0	0	0	0	25	16	88
21	900	Geo. H. Ruck, New York, N. Y.	2 1/4 Racycle	G & J	Corbin	Chain	Splitdorf	150	125	0	0	0	0	25	13	100
22	898	J. A. Turnet, Chicago, Ill.	1 3/4 Indian	G & J	Corbin	Chain	French	160	140	0	0	0	0	25	14	102
23	876	W. G. Schaeffer, Reading, Pa.	3 Armac	*G & J	Thor	Chain	Splitdorf	170	140	0	0	0	0	25	21	124
24	811	W. W. Savery, Brooklyn, N. Y.	3 1/2 Simplex	Michelin	Band	Belt	Magneto	130	150	0	0	32	124	10	23	189
25	695	C. Loftes, Providence, R. I.	2 1/4 Merkel	G & J	Corbin	Belt	Dow	145	110	0	0	40	174	25	24	305
26	655	L. H. Guterman, New York, N. Y.	2 1/4 Indian	G & J	Corbin	Roller	*Pittsfield	158	140	0	0	102	150	25	12	345
		Fred Koch, Newark, N. J.	3 Merkel	Goodyear	Corbin	Belt	Dow	150	150	0	0	139	out	25		
		H. A. Glieman, New York, N. Y.	1 1/4 Tiger	G & J	Corbin	Chain	Splitdorf	145	125	0	0	236	out	25		
		A. B. Porter, La Salle, Ill.	2 1/4 Manson	G & J	Thor	Chain	Auto	150	140	0	0	6	out	25		
		A. T. Wilson, Philadelphia, Pa.	3 1/2 Simplex	*G & J	Band	Belt	Magneto	140	150	0	0	118	out	25		
		S. Sturges, Shelton, Conn.	2 1/4 Indian	G & J	Corbin	Roller	Pittsfield	165	125	0	0	51	out	25		
		G. M. Wilson, Shelton, Conn.	2 1/4 Indian	G & J	Corbin	Chain	Splitdorf	143	125	0	0	out	out	25		
		H. A. French, Baltimore, Md.	2 1/4 Indian	G & J	Corbin	Roller	Pittsfield	180	150	0	0	out	out	25		
		G. A. Snow, Hartford, Conn.	3 R-S	G & J	Thor	Chain	Splitdorf	145	125	0	0	out	out	25		
		J. R. Ball, Milwaukee, Wis.	3 Merkel	Goodyear	Corbin	Belt	Dow	160	150	0	0	out	out	25		
		F. E. Dalton, New York, N. Y.	3 3/4 N. S. U.	Cont'l	Band	Belt	Magneto	150	190	0	0	out	out	25		
		J. P. Thornley, New York, N. Y.	2 1/4 Indian	G & J	Corbin	Roller	Pittsfield	165	125	0	0	out	out	25		
		J. F. McLaughlin, New York, N. Y.	3 3/4 N. S. U.	Cont'l	Band	Belt	Magneto	165	145	0	0	out	out	25		
		E. Brereton, New Haven, Conn.	3 R-S	G & J	Corbin	Chain	Splitdorf	122	135	out	out	out	out	25		
		H. Jarmie, New Haven, Conn.	3 R-S	G & J	Corbin	Chain	Pittsfield	136	140	out	out	out	out	25		
		E. Y. White, San Antonio, Tex.	1 3/4 E. Y. W.	G & J	Band	Belt	Magneto	105	125	out	out	out	out	25		

Class B—Multicylinders

Pos.	Score.	Competitor.	Mount.	Tires.	Brake.	Transmission.	Coil.	Rider's Weight	Machine Weight	Pough-keepsie 78.3 miles.	Springfield 200.3 miles.	Worcester 252.3 miles.	Providence 305.1 miles.	Hill Climb.	Economy Test.	Penalties.
1	998	A. Cook, Hammondsport, N. Y.	5 Curtiss	*G & J	Morrow	Belt	Auto	157	150	0	0	0	0	0	2	2
2	992	A. G. Chapple, New York, N. Y.	6 N. S. U.	Cont'l	Band	Belt	Magneto	163	175	0	0	0	0	0	8	8
3	984	Russell Smith, Scarsdale, N. Y.	4 1/2 Vindex	Peters	Band	Belt	Magneto	130	160	0	0	0	0	0	8	15
4	962	H. K. Wray, Bay Shore, N. Y.	7 Simplex	Le Lion	Band	Belt	Splitdorf	135	150	0	0	0	0	0	1	38
5	950	O. Hedstrom, Springfield, Mass.	4 Indian	G & J	Corbin	Chain	Splitdorf	168	140	0	0	0	0	50	0	50
6	947	S. B. Rose, New York, N. Y.	4 Indian	G & J	Corbin	Roller	Splitdorf	210	162	0	0	0	0	50	3	53
7	946	J. L. Pickering, Providence, R. I.	4 Indian	G & J	Corbin	Chain	Splitdorf	153	135	0	0	0	0	50	4	54
8	943	Chas. Van Sickle, Hammond, Ind.	4 Indian	G & J	Corbin	Chain	Splitdorf	140	125	0	0	0	0	50	6	56
9	943	Edw. Robling, Scranton, Pa.	3 1/2 Bijou	Goodyear	Thor	Belt	Splitdorf	160	140	0	0	0	0	50	7	57
10	919	W. H. Wray, Brooklyn, N. Y.	5 Simplex	Le Lion	Band	Belt	Magneto	170	170	0	0	0	0	50	9	81
11	871	W. F. Mann, Yonkers, N. Y.	4 1/2 F. N.	Peters	Band	Bevel	Magneto	180	165	0	0	0	0	50	5	129
		E. L. Ovington, New York, N. Y.	4 1/2 F. N.	F. N.	Band	Bevel	Magneto	190	185	0	out	out	out	50		
		T. J. Deupree, Memphis, Tenn.	4 Indian	G & J	Corbin	Roller	Splitdorf	160	120	out	out	out	out	50		

*Goodrich G & J

sand, some of it deep and shifting, the sand suddenly merges into a hard, smooth road. Jaded spirits revive and all troubles seem over "as merrily we roll along," until as suddenly as before, macadam merges into sand and deeper sand; in places, only a trick rider or a lucky one can pass without dismounting—or being dismounted. When this happened, the unlucky wight pushed and perspired until he found a patch of firm footing where he might remount. Chapple with his two speed gear was one of those who were dismounted. But he did not push or pant or perspire. He simply righted his machine, threw in the low gear where he stood, and mounting with his engine running he rode off. Several times during the day this occurred and when there were either natives or motorcyclists about, it never failed to make their eyes bulge. It was another object lesson in the benefits of such a gear. But it was not in the sand, but on the macadam where two of those who "survived" the passage of Morley's hill met their ends. French, not so tired but still tired, had another puncture just before sunset and with more than 30 miles to go, he elected to cry "enough" and charge it up to experience, while Ovington in crossing a railroad track broke his front rim, whereat the big bundle of nervous energy followed the injunction "get a horse." The picture of Ovington seated on the tail of a lumbering country cart, which also bore his crippled mount, chin in hand, gazing abstractedly into the darkness settling on the mountains, was a picture of hopes dashed to earth that was worth the painting. Howard Wray, who had dallied long on Morley's hill, also lost points on the good road, nearing Springfield. His motor developed a skip that baffled him for some time. A. T. Wilson and H. A. Gliesman both put more dents in their records on the run into the first night's control. Gliesman—No. 13, by the way—had been pitched from his machine a dozen times during the day and without apparent reason. After leaving Morley's several other hard headers, not falls, in the sense of the word, had about used him up. As he expressed, he began to think he had forgotten how to ride a bicycle; he did not seem able to stay on. Finally he discovered the cause. His machine was fitted with Sager spring forks and an early fall had slightly bent the rigid forks to which they were hinged. Thereafter under certain conditions, when the spring forks yielded, they touched the tire and overboard would go Mr. Gliesman. Ultimately he detached the spring forks and made progress without headers, but it was bed time when the unlucky but plucky fellow arrived in Springfield. The first men, due at 5:51 p. m., had reached the control there hours before and delivered up their machines to Chairman Wehman. No adjustments or repairs were permitted until after time was called the next morning at 7 o'clock.

At that hour the contest was resumed,

but of the squads that left at one minute intervals few were squads of four. A. T. Wilson was the only man, however, who arrived at Springfield, who declined the gage the following morning. The story of this day, or rather half day is quickly told. Most of the going was good going and none of the hills were over-steep. The sand patch between Palmer and Warren, Mass., which in contests of other years, proved a bugaboo, gave small concern; it was scarcely mentioned, though it was the worst bit of road between Springfield and Worcester, the first control, 48 miles from Springfield, and 252.3 miles from New York; the rest of the way was so good that the tenderest tenderfoot could not complain. But bad plugs and a punctured tire are found even on the best of roads and one of each played hob with



SPORLEDER INQUIRES THE WAY

Schaeffer's record which, after leaving Worcester, was put "all to the bad" by a broken exhaust valve. The first of the westerners to go down and out succumbed en route to Worcester. He was the unassuming Porter of La Salle, Ill. His engine "siezed" and held so firmly that all the king's horsepower could not unloose it. None of the western riders had escaped penalization on Morley's hill, but not mentioning Ball, and excepting Turner, of Chicago, who had lost 78 points, all were still in the medal reckoning when Porter was bowled out. Sporleder and Van Sickle, and the three Yale men from Ohio, Coffman, Chubbuck and Tassell, had not lost a point at controls; the way the Yale trio traveled was almost clocklike. They never were far apart at any time, and if Chubbuck and Tassell had not each sustained a puncture they would have had nothing to do.

Unfortunate Gliesman and youthful Loftes had the most trouble on the run from Springfield to Worcester; Savery

gathered what they and Schaeffer failed to collect. Each of the four had "worse and more of it" on the last lap to Providence, 305.4 miles, where the first men were due to finish and did finish at 2.01 p. m., two or three hours before Savery, Schaeffer and Loftes reported at Hills Grove track for the economy test. Gliesman reached Providence itself but too late to make it worth while going to Hills Grove. Guterman and Koch also were lost in the final shuffle, Guterman breaking a gear after arriving in the city of Providence—hard luck, truly. The narrowest squeak and only semblance of serious accident in the entire contest occurred to Sporleder, the man from Wauwatosa, Wis., in Millville, R. I. He ran into a horse or a horse ran into him, but though it looked like a bad spill, Sporleder escaped with nothing worse than a torn ear, which bled profusely. But he patched it up and pressed on without loss of points, and when he finished third in the economy test on the Hills Grove track and his unexpected good showing in that test enabled him to pile up a score that earned for him one of the ten honor medals in Class A, torn ears and everything else were forgotten for the joy of not having wandered for naught so far from his own fireside.

After signing the score sheets at the track, the men were required to empty their tanks and carburettors and to "burn out" all residue. The tanks were then replenished with one measured pint of gasoline and the men started in batches of eight and ten. No adjustments entailing the use of tools were permitted, and an average speed of 15 miles per hour was required. Hedstrom had little trouble in covering the greatest distance—15 miles 925 feet—in Class B, but his loss of 50 points in the hill climb was too great to be overcome. The four men in that class who escaped penalization on Morley's, won the honor medals, though in the matter of economy, two, Chapple and Smith, were among the tail-enders.

The real fight in the economy test was between Baker and Barrows in Class A. Baker had set his heart on the diamond medal. He started with one of the earlier batches and put up a great record of 23 miles, 2,640 feet. He looked all over the winner until Barrows was nearly "all out." At about his twenty-first mile, Barrows showed signs of "dying," and a smile spread over Baker's face. But at that moment, Holden, Barrows' side partner, ran out and warned him to oil up. Barrows heeded the advice. The effect was electrical. His pace doubled and then it was all over but the shouting. When his rival passed the twenty-fourth mile, Baker's face fell. Barrows went on and when he had burned the last drop, he had completed 24 miles 3,490 feet. As he had lost nothing at controls or on the hill, his leadership in economy gave him a perfect score of 1,000 points.

The scoring was based on the number of starters from New York in each class. The leader in each lost no points, the second man was penalized 1 point, the third 2 points and so on. The order of finish and the distances covered were as follows:

Class A.

Rider.	Distance. Miles. Feet.
Barrows	24 3,490
Baker	23 3,640
Sporleder	21 4,990
Kellogg	21 1,550
Hastings	20 1,425
Drummond	20 450
Holden	19 3,940
Tassell	17 2,615
Cox	16 4,580
O'Connor	16 2,640
Coffman	14 5,170
Hilaman	14 5,170
Loftes	13 4,795
Geiger	13 2,690
Ruck	13 400
Klein	13 65
Nisbett	13 0
Schmidt	12 4,346
Seidell	12 3,695
Swenson	11 4,965
Schleicher	11 1,150
Turner	10 2,815
Chubbuck	9 3,349
Schaeffer	8 3,490
Savery	8 1,850
Tuckey	7 1,350

Class B.

Rider.	Distance. Miles. Feet.
Hedstrom	15 925
H. K. Wray	13 2,250
Cook	11 4,852
Rose	11 2,780
Pickering	10 704
Mann	9 4,705
Van Sickle	9 2,640
Robling	9 250
Chapple	8 2,905
Smith	7 1,320
H. W. Wray	6 4,100

Three Spills at Washington.

Five bicycle races and a motorcycle event made up a large part of the program of the Pythian field day and track meet at the Brightwood Driving Park, Washington, D. C., on Wednesday of last week. Three spills added excitement to the competition, but none of the contestants sustained serious injury. The first event was the half-mile for boys and was won by W. Sennett in 1:22½. In the half-mile for police, A. E. Brown and A. C. Lynn rubbed grips all the way into the home stretch, when by a desperate burst of speed, Brown drew ahead enough to be declared the winner. W. J. Wells carried off the honors in the motorcycle contest after Bell collided with Mangold, which put both the latter out of the running.

Rev. Oscar F. Smith, who died in Council Bluffs, Iowa, last week at the age of 84, distinguished himself by learning to ride a bicycle after passing the proverbial four score and ten, and taking up the typewriter for his daily work at the age of 81. He was an enthusiastic athlete all his life and after adopting cycling as a means of recreation made it a practice to ride almost daily.

SEIDELL WINS BIG ROAD RACE

Hot Contenders in the Colonial Handicap at F. A. M. Meet—Two Riders Robed in Flames Among Them.

J. S. Seidell, of Springfield, Mass., mounted on a 3 horsepower R-S and riding a handicap of 6 minutes 40 seconds, won the 20-mile Colonial Handicap road race that featured the Thursday morning events on the Blackstone boulevard. Seidell covered the six laps of the 3 3-10 mile circuit in 29 minutes 10 seconds. Close behind



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him finished B. A. Swenson, the local "war-horse," whose 2¼ horsepower Indian romped around the smooth and gently undulating course in 28:05, which was the third best time; Swenson started from the 5-minute mark. Third was Peter Cox, New Haven, also on an Indian, who started from the same mark and finished in 29:50.

Indian riders accounted for all of the time prizes. Fastest was Stanley T. Kellogg, who from the 1-minute mark finished in 26:05, beating Charles Van Sickle, Hammond, Ind., his co-marker by 1 minute 14 seconds. Swenson as stated was third in point of time—28:05.

Blackstone boulevard is inappropriately named. It should have been called "Paradise boulevard," for it would have been difficult to find a highway more ideally suited to fast going than this one, right in the heart of the city. Its undulating macadam surface looked like a planer had been run over it, and the city had given the privilege of roping off the streets running into or across the boulevard, and particularly all traffic on it was suspended during the races. A large detail of city police guarded the course, but had little or no work to do, except, perhaps, at the starting point, where the crowd was largest. A better day could

not have been made to order and a moderate breeze kept the temperature bearable.

Twenty-six riders were sent away from marks ranging from 10 minutes to scratch, one being on each of these marks with the rest scattered in between, as follows:

Albert V. Reilly, Providence, 3 Pilsbury (10:00); C. Loftes, Cranston, 2¼ Merkel; S. J. Chubbuck, Toledo, 2 Yale-California; J. W. Tassell, Toledo, 2 Yale-California, and A. Heilborn, Providence, 4 Orient (8:20); J. B. McLaughlin, Providence, 3 Merkel; J. S. Seidell, Springfield, Mass., 3 R-S; Earl L. Ovington, New York City, 4½ F. N.; E. L. Buffington, Providence, 1¼ Indian; David Dessau, New York City, 4½ F. N.; George Goerke, Brooklyn, 3 R-S; and A. T. Wilson, Philadelphia, 3½ Simplex (6:40); Peter Cox, New Haven, 2¼ Indian; Geo. N. Solden, Springfield, 1¼ Indian, and B. A. Swenson, Providence, 2¼ Indian (5:00); Russell Smith, Scarsdale, N. Y., 5 Vindec, and F. N. Horenburger, New York City, 4½ Vindec (3:40); G. H. Curtiss, Hammondsport, 2½ Curtiss; Walter Goerke, Brooklyn, 3 Indian; Stanley T. Kellogg, Bridgeport, 3 Indian; Charles N. Van Sickle, Hammond, Ind., 4 Indian; Howard K. Wray, Brooklyn, 7 Simplex-Peugeot; N. Morin, Manchester, 7 Simplex-Peugeot; A. G. Chapple, New York City, 6 N. S. U.; and A. D. Cook, Hammondsport, 2½ Curtiss (1:00), and W. H. Wray, Jr., 7 Simplex-Peugeot (scratch).

Before the one minute men got started Chubbuck, Heilborn, Tassell, George Goerke and Ovington, in this order, had completed one lap of the course. From then on was one endless merry-go-round. Most of the "color" was confined to the first lap. Misfortune came to G. H. Curtiss in this round, when his machine caught fire from a leaking carburetter and the flames spread so quickly that for a moment it looked as though the Hammondsport man was in danger of premature cremation. With his hands he beat out his blazing leggings and a proffered coat was used to smother the flames on the machine. Curtiss was out, of course. Howard Wray on one minute, had a similar experience in the same lap. His tank ignited, but the young Brooklynite dismounted and dropped his machine and the burning gasoline spread to the grass, causing a picturesque sight for a few minutes. He put out the fire with sand.

Chubbuck led at the end of the second lap, but an important change in position gave an inkling of the outcome, discounting possibilities. Seidell was running steadily and without a skip, and passed both Tassell and Heilborn in the second round, placing himself second. A big gain was made also in this lap by Peter Cox, who worked his way from ninth to sixth position, and also by Swenson, who trailed Cox.

In the third round Seidell overhauled both Tassell and Heilborn, assuming the lead, while Peter Cox mowed down the field for a gain of from sixth to second position.

Swenson rode by soon after, with elbows pointing two ways toward heaven and his lively gait indicated another likely shift in positions before the next time around. It came, and the end of the finish lap showed Swenson eating the dust thrown up by Seidell and Cox. Heilborn in the meantime passed Chubbuck and snatched fourth place from the Toledoan.

In the next lap, Swenson succeeded in passing Cox after a long running fight and with Seidell still out in front making pace, the last lap began.

In the meantime A. T. Wilson, of Philadelphia, passed Chubbuck, and a change ensued down the line. The "classy" bunch of the lot—the one minute markers—had been having an interesting time. With Curtiss out in the first lap it remained for A. D. Cook, his team mate, to uphold the honor of Hammondsport and he led at the ending of the first, but gave way to Kellogg in the next. Walter Goerke, Chapple and Van Sickle passed Howard K. Wray, while Morin had trouble and dropped behind. Howard Wray was not seen again and Morin disappeared after the fourth round. Kellogg assumed the lead of the low markers in the third lap, passing Cook, who was lost sight of in the next. Van Sickle ran out of fuel and lost several valuable seconds while his tank was being refilled.

Kellogg literally ran away from his bunch in the last two laps of the race, making his biggest inroad on the field on the last chance, when he climbed from eighth to fourth for the finish, covering the twelve-turn course in 26:05. Van Sickle passed Chapple and finished ninth for place and second in the time class.

Fred Horenburger, the good-natured honorary candidate for membership in some willing workers club, and whose only excuse for living in the Bronx is because the Jerome avenue speedway is close by his home, did himself proud. Horenburger kept plugging along lap after lap and bettered his position each succeeding round, climbing from fourteenth at the end of the first to sixth in the final classification. Several of the riders could not be stopped at the finish and did an extra lap. Fifteen place and three time prizes were awarded to the following riders:

GOERKE GETS A CHAMPIONSHIP

Captures Two-Mile Title at the F. A. M.

Meet—First Day Full of Excitement—

First Fatality Occurs.

Probably not since the first motorcycle race meet held in this country have such thrills marked a meet as that which characterized the races Thursday afternoon, 1st inst., on the half-mile track at Hills Grove. The surface of the track had been oiled on the Saturday previous, but the sun had dried it out, leaving it some dusty and soft in spots. There were plenty of hair-raising skids on the turns and several times the riders* of the high-powered machines had their feet shaken off the pedals or had to put one leg out to save falling on the curves, while attempts at stealing the pole and real finishes added to the excitement.

While it was expected that the fact of its being "Old Home Week" in Providence would have the effect of drawing a record-breaking attendance, the very opposite was the case, as not nearly the crowd that usually attends the meets gotten up by the local club at other times of the year was present Thursday afternoon. The reason was two fold. There was so much going on right in Providence that many who would have gone to Hills Grove had no other sport been on the tapis preferred to remain in town rather than journey eight miles out to the track. Then there were so many parades tramping about the city that the trolley service was demoralized. Some of those who did chance a trip to the track were left stranded there after the races until finally a special car was run out to convey them back to the city.

One accident, that caused the death of J. L. Pickering, one of the most popular of the local motorists, cast a genuine gloom over the remainder of the meet. Pickering fell after the finish of a race and was carried to the Rhode Island Hospital close by in an unconscious state, where he was found to have a fractured skull besides a big gash across his face. He passed away about 36 hours after the accident without regaining

consciousness at any time before the end.

The accident was unusual in that it occurred after the finish of the race and no one saw it until after it had happened. When Kellogg crossed the tape at the finish of the second heat of the two mile open for single cylinders, Pickering was just rounding the last turn. Nobody saw the accident happen, so the cause cannot be given, but J. J. O'Connor, who reached the turn first, when a cloud of dust showed something had happened, found the Providence rider partly under the fence, unconscious, and with blood gushing from his mouth, ears and nostrils, while his machine, with a broken front wheel, lay close by.

J. J. O'Connor, the elongated Hartford motorcyclist, who has not shrunk to any appreciable extent since the last endurance run, won undeniably the most popular victory of the day, when he took the one mile novice in 1:54 $\frac{3}{4}$. E. Wilkinson, of Providence, and Howard French, of Baltimore, made up the other starters and the local man beat out the Southerner for the place. All were mounted on Indians.

The first real race of the afternoon occurred in the two mile F. A. M. national championship which, it was agreed by those who have witnessed every national meet, was the most exciting race ever. Seven aspirants for the title started from the pole out as follows: J. A. Turner (Armac), Walter Goerke (Indian), J. L. Pickering (Indian), Stanley Kellogg (Indian), Peter Cox (Indian), A. D. Cook (Curtiss), and Charles Van Sickle (Indian). All except Kellogg and Van Sickle being on singles. G. H. Curtiss was sorry he did not arrive at the track until after the finish.

Kellogg slipped a chain on the first lap but got going again, but not until the bunch had opened a lead that was impossible to cut down. Goerke assumed the lead on the first turn and finished the first lap with Cox giving him a battle for the lead. Pickering, Cook, Van Sickle, and Turner were close up in order. The same order of the three leaders was maintained at the half mile and Goerke, Cox and Pickering came around on the bell lap with no great difference separating them. Goerke's experience stood him in good stead for he was able to out-jockey Van Sickle on the turns, who made a surprising sprint in the last lap, getting up from next to last on account of bad start. Despite this the westerner is a heady rider besides incidentally one of the "best sports" at the meet and he gave the Brooklyn representative all the fight he wanted in the finishing straight, the latter winning out by only a length. Cox was third, two lengths behind, and Pickering not very far behind for fourth. It was indeed "worth coming half way across the continent to see," as one of the Toledo visitors expressed it.

So many starters appeared for the two mile open for single cylinder machines that it was decided to run it in two heats, the first two and the three in the fastest to

Pos.	Name and Residence.	H. P.	Machine.	Hdcp. M. S.	Time. M. S.
1	J. S. Seidell, Springfield, Mass.	3	R-S	6:40	29:10
2	B. A. Swenson, Providence, R. I.	2 $\frac{3}{4}$	Indian	5:00	28:05
3	Peter H. Cox, New Haven, Conn.	2 $\frac{3}{4}$	Indian	5:00	29:50
4	Stanley T. Kellogg, Bridgeport, Conn.	3	Indian	1:00	26:05
5	A. Heilborn, Providence, R. I.	4	Orient	8:20	33:45
6	F. N. Horenburger, New York City.	4 $\frac{1}{2}$	Virdec	3:40	29:15
7	A. T. Wilson, Philadelphia	3 $\frac{1}{2}$	Simplex	6:40	32:44
8	Russell Smith, Scarsdale, N. Y.	1 $\frac{3}{4}$	Indian	5:00	31:45
9	Chas. Van Sickle, Hammond, Ind.	4	Indian	1:00	27:39
10	S. J. Chubbuck, Toledo, O.	2	Yale-California	8:20	35:03
11	George N. Holden, Springfield, Mass.	5	Vindec	3:40	29:47
12	A. G. Chapple, New York City	6	N. S. U.	1:00	28:34
13	J. W. Tassell, Toledo, O.	2	Yale	8:20	37:39
14	Walter Goerke, Brooklyn	3	Indian	1:00	30:58
15	G. Goerke, Brooklyn	3	R-S	6:40	36:50
Time Prize Winners.					
1	Stanley T. Kellogg, Bridgeport	3	Indian	1:00	26:05
2	Chas. W. Van Sickle, Hammond, Ind.	4	Indian	1:00	27:39
3	B. A. Swenson, Providence	2 $\frac{3}{4}$	Indian	5:00	28:05

qualify for the final. Cook quit early and Walter Goerke led J. S. Seidell and B. A. Swenson at the bell. For some unapparent reason the riders slowed down in the last lap, that is, all but Swenson, who finished ahead of Goerke. J. S. Seidell was third, but as this heat was slower than the second, he was unplaced for the final.

Kellogg led all the way in the second heat and finished 50 yards in front of G. H. Curtiss, who in turn led Peter Cox across the tape by 75 yards. It was just after the finish of this heat that poor Pickering met with his unfortunate accident.

Kellogg assumed the lead at the start of the final heat and Curtiss stopped after making a daring steal of the pole at the end of the first lap, but got going again in the second. Cox and Goerke trailed Kellogg in the second lap and this order was not changed until the end, the Bridgeport "Indian" winning by three lengths from Cox, while Goerke simply had to coast over the tape. Time 3:10.

With three to qualify in each heat at $2\frac{1}{2}$ miles, the 5-mile handicap proved a most interesting contest. J. W. Tassell (Yale-California) set the pace in the first heat with a lead of 50 seconds, and Cox, Seidell and Swenson were the next bunch away with 3 seconds. Walter Goerke and Cook followed at 8 seconds, and Morin, the scratch man did not start. Cox overhauled Tassell on the lower turn of the second lap and Seidell did the same on the back stretch taking the lead from Cox, but the latter regained and led at the bell. Meanwhile Goerke had moved up into third position and this was the order across the tape.

In the second heat Chubbuck, from one minute set the pace for two laps, with Curtiss, Van Sickle and Kellogg on the 18-second line next in order, W. H. Wray, the honor marker, bringing up the rear. Curtiss led at the third lap, with Van Sickle pressing him and coming on fast. Van Sickle opened wide his throttle on the back stretch of the fourth lap and passed Curtiss, but lost on the turn, where the Hammondsport rider ran wide. Van Sickle cut in on the pole and the finish brought the crowd to its feet, Curtiss reaching home first by only the width of a wheel; Kellogg was third.

Peter Cox and Seidell were given 24 seconds on the field in the final heat and the red-headed New Haven rider made a run-away of it, scoring a lap on Goerke at the ending of the fourth mile. Seidell held second position until the last mile, when Kellogg came up drawing Curtiss. Cox was not in danger throughout, but the final sprint between Kellogg and Curtiss was exciting. The former finished a length and a half in front, and Seidell got fourth. Time, 7:45.

Curtiss (Curtiss), Kellogg (Indian), Peter Cox (Indian), Morin (Simplex-Peugeot) and Goerke (Indian), started in the mile free-for-all, the last event of the afternoon. Curtiss got away fastest and led at the bell

with Kellogg burning up the track in his smoke. Entering the last stretch Curtiss skidded badly and ran Kellogg, who was going faster, over close to the outer fence, causing him to switch quickly to the inside. Curtiss recovered and he and Kellogg fought it out down the stretch, the first named leading across the line by an open length. A big gap separated the leaders and Morin, the third man. Time, 1:33 $\frac{1}{2}$.

On account of Pickering's injury the 5-mile Rhode Island championship was postponed and the 50-mile challenge club team race for the Betts shield did not take place as the Providence team was demoralized by the loss of Pickering and E. L. Buffington, the latter's machine being damaged.

The Milwaukee and Philadelphia clubs were the others entered but the former was incapacitated by an injury to Sporleder's machine, and the Philadelphians agreed to postponement until the following day, when it was hoped Providence would be able to patch up a team.

The summaries:

One mile novice, for single cylinder machines, owners to ride—Won by J. J. O'Connor, Hartford, $1\frac{1}{4}$ Indian; second, E. Wilkinson, Providence, $2\frac{1}{4}$ Indian; third, Howard French, Baltimore, $2\frac{1}{4}$ Indian. Time, 1:54 $\frac{1}{2}$.

Two miles, Federation of American Motorcyclists national championship—Won by Walter Goerke, Brooklyn (Indian); second, Charles Van Sickle, Hammond, Ind., (Indian); third, Peter Cox, New Haven (Indian); fourth, J. L. Pickering, Providence (Indian). Time, 3:14 $\frac{1}{2}$.

One mile, free-for-all—Won by George H. Curtiss, Hammondsport, N. Y. (Curtiss); second, Stanley T. Kellogg, Bridgeport (Indian); third, N. Morin, Manchester (Simplex-Peugeot). Time, 1:33 $\frac{1}{2}$.

Five mile handicap, three to qualify in each heat—First heat won by Peter Cox, New Haven, Indian, (0:30); second, J. S. Seidell, Springfield, R-S (0:30); third, Walter Goerke, Brooklyn, Indian (0:18). Time, 4:15. Second heat won by G. H. Curtiss, Hammondsport, Curtiss (0:18); second, Charles Van Sickle, Hammond, Ind., Indian (0:18); third, Stanley T. Kellogg, Bridgeport, Indian (0:18). Time, 4:36 $\frac{1}{2}$. Final heat won by Peter Cox (0:24); second, Stanley Kellogg (scratch); third, G. H. Curtiss (scratch); fourth, J. S. Seidell (0:24); fifth, Charles Van Sickle (scratch). Time, 7:45.

Two miles open, for single cylinder machines, two to qualify and third in fastest heat—First heat won by B. A. Swenson, Providence (Indian); second, Walter Goerke, Brooklyn (Indian); third, J. S. Seidell, Springfield, Mass. (R-S). Time, 3:33 $\frac{1}{2}$. Second heat won by Stanley T. Kellogg, Bridgeport (Indian); second, G. H. Curtiss, Hammondsport (Curtiss); third, Peter Cox, New Haven (Indian). Time, 3:05 $\frac{1}{2}$. Final heat won by Stanley Kellogg; second, Peter Cox; third, G. H. Curtiss. Time, 3:10.

KELLOGG FOUR TIMES IN FRONT

Adds Two National Championships to His Collection—Cox Injured in Collision—Shield Race Off.

Whether it was the accident of the day before, the distance from the town, or the parades in town, something at any rate extracted all the ginger from the race meet at Hillsgrove Friday afternoon. The attendance was even smaller, while the number of shell games proportionately increased and the events themselves were uninteresting runaways. In fact the gambling devices run by fakirs back of the grandstand attracted a fair proportion of the attendance and pickpockets did a "frisking" business.

Because of the depletion in the teams the 50 mile team race for the Betts Shield that was to have been a feature of the meet, was not run as the Philadelphia team, A. Klein and John Benders, refused to take it by default.

Another accident, coming in the seventh lap of the 10 mile handicap, marred the races. Peter H. Cox, New Haven, who was leading at the time, slipped and fell on the first turn. He jumped up and started to remount, with his machine pointed out on the track, when George Goerke, Brooklyn, came around the turn and not seeing Cox, a crash resulted and Cox was picked up with a bad cut in the back of his head. He was removed to the hospital, where internal injuries developed. Goerke escaped with a cut forehead. The one officer stationed at the gate that led onto the track stepped aside and let the crowd through, so that all the other riders had to slow down to avoid colliding with those running on the track. The race went to Van Sickle, of Hammond, Ind., in 16:28 $\frac{1}{2}$, and the remarkable coincidence was that Kellogg, from scratch, made exactly the same time, to the fraction of a second.

The two miles for Rhode Island riders who had never won a first prize resulted in a walk-over for A. Heilborn (Orient), and Kellogg (Indian), led a procession all the way in the five-mile free-for-all, besides making a runaway of the three mile open for single cylinder machines. Van Sickle slipped his chain in the one mile F. A. M. national championship, which left everything Kellogg's way, although the Bridgeport rider tried to coax out Cox on the finishing straight. Kellogg led all the way after the first lap in the 10 mile championship, with Cox second and Goerke third, and these positions were maintained to the finish. The summaries:

Two miles for Rhode Island riders who have never won first prize—Walkover for A. Heilborn, Providence (Orient). Time, 4:34 $\frac{1}{2}$.

Five miles, free-for-all—Won by Stanley Kellogg, Bridgeport (Indian); second,

Charles Van Sickle, Hammond, Ind. (Indian); third, Walter Goerke, Brooklyn (Indian); fourth, A. D. Cook, Hammondsport, (Curtiss). Time, 7:38 $\frac{3}{4}$.

Three mile open, for single cylinder machines—Won by Stanley T. Kellogg, Bridgeport (Indian); second, Peter Cox, New Haven (Indian); third, Walter Goerke, Brooklyn (Indian); fourth, A. D. Cook, Hammondsport (Curtiss). Time, 4:38 $\frac{3}{4}$.

One mile, F. A. M. national championship—Won by Stanley T. Kellogg, Bridgeport (Indian); second, Peter Cox, New Haven (Indian); third, Walter Goerke, Brooklyn (Indian). Time, 1:37.

Ten miles, F. A. M. national championship—Won by Stanley T. Kellogg, Bridgeport (Indian); second, Peter Cox, New Haven (Indian); third, Walter Goerke, Brooklyn (Indian). Time, 15:33 $\frac{3}{4}$.

Ten miles, handicap—Won by Charles Van Sickle, Hammond, Ind. (Indian), 0:25; second, Stanley Kellogg, Bridgeport (Indian), scratch; third, J. S. Seidell, Springfield, Mass. (R-S), 1:00; fourth A. Heilborn, Providence, (Orient), 2:00. Time, 16:28 $\frac{3}{4}$.

Wiley Again Rides at Revere Beach.

Despite the fact that he is under suspension and has a fine of \$75 to pay before he can ride again, George Wiley, the Syracuse professional who repeatedly competed against amateurs, and for that was punished by the National Cycling Association, competed at Revere Beach last Saturday night, 27th ult. The reason is easily given. Chairman Kelsey of the Board of Control sent a registered letter to Wiley at Syracuse apprising him of his suspension and fine, but as Wiley has not been home the letter has not been delivered. The Revere Beach officials had not received the chairman's letter informing them of Wiley's suspension else he would not have competed last Saturday night.

The feature of the meet was a 25-mile motor paced race between Elmer J. Collins, Lynn; James F. Moran, Chelsea, and Joe Fogler, Brooklyn. The young Lynn crack showed up better than was expected, taking the lead from Moran in the fourth mile. The Chelsea milkman played in hard luck, his pacing machine fizzling on two occasions. Notwithstanding, Collins rode a heady race and crossed the tape seven laps to the good. He fell in the twenty-third mile, from a punctured tire, but was uninjured and finished the race. Fogler rode well considering his inexperience behind the machines and finished third, three laps behind Moran. The summary:

Twenty-five mile motor paced, professional—Won by Elmer J. Collins, Lynn; second, James F. Moran, Chelsea; third, Joe Fogler, Brooklyn. Time, 40:30.

Ten mile motor paced match, professional—Won by Pat Logan, South Boston; second, George Wiley, Syracuse. Time, 15:34 $\frac{3}{4}$.

Five mile motor, professional—Won by Bob Schultz; second, Clem Turville; third, Gus Ruden. Time, 7:28 $\frac{3}{4}$.

WRAY MAKES METEORIC FLIGHT

Covers a Mile in 44 $\frac{3}{4}$ Seconds at F. A. M.

One-Mile Trials—Curtiss Winner in Two of the Contests.

W. H. Wray, Jr., Brooklyn (Simplex-Peugeot), and G. H. Curtiss, Hammondsport (Curtiss, divided honors in the one-mile straightaway time trials on the Blackstone boulevard Thursday morning, which preceded the 20-mile Colonial handicap road race. Curtiss captured both the event for machines not exceeding 30.5 cubic inches piston displacement, and the one for those

T. Kellogg, Bridgeport, Indian, who covered the stretch in 1:00 $\frac{3}{4}$ on his attempt, ment and fifteen riders endeavored to shatter existing speed records. The timing was by telephone and, as stated elsewhere, the police arrangements were all that could be desired. The riders got away to a flying start and the first few hundred yards was up a slight rise, then rolling to a quarter mile finishing straight down grade.

David Dessau (F. N.) made the first trial in 1:17 $\frac{3}{4}$, and E. L. Ovington, on his stripped N. N. followed, but the New Yorker misjudged the finish and did not reach the tape. Later he was allowed another trial and the watches gave him 1:17 $\frac{3}{4}$. J. S. Seidell, of Springfield, R-S, was next in

Not Over 30.5 Cubic Inches Piston Displacement.

Name and Residence.	H. P.	Machine.	Time.
G. H. Curtiss, Hammondsport.....	2 $\frac{1}{2}$	Curtiss	0:56 $\frac{3}{4}$
*A. D. Cook, Hammondsport	2 $\frac{1}{2}$	Curtiss	0:58 $\frac{3}{4}$
B. A. Swenson, Providence.....	2 $\frac{1}{4}$	Indian	1:00
†Stanley T. Kellogg, Bridgeport.....	3	Indian	1:00 $\frac{3}{4}$
Peter Cox, New Haven.....	3	Indian	1:03 $\frac{3}{4}$
Charles Van Sickle, Hammond, Ind.....	3	Indian	1:03 $\frac{3}{4}$
Frank Ericson, Brooklyn.....	3 $\frac{1}{2}$	Simplex-Peugeot	1:09 $\frac{3}{4}$
Walter Goerke, Brooklyn.....	2 $\frac{1}{4}$	Indian	1:10 $\frac{3}{4}$
J. S. Seidell, Springfield.....	3	R-S	1:13 $\frac{3}{4}$
J. L. Pickering, Providence.....	3	Indian	1:15 $\frac{3}{4}$
E. L. Buffington, Providence.....	1 $\frac{3}{4}$	Indian	1:15 $\frac{3}{4}$
David Dessau, New York City.....	4 $\frac{1}{2}$	F. N.	1:17 $\frac{3}{4}$
†E. L. Ovington, New York City.....	4 $\frac{1}{2}$	F. N.	1:17 $\frac{3}{4}$
A. T. Wilson, Philadelphia.....	3 $\frac{1}{2}$	Simplex-Peugeot	1:21 $\frac{3}{4}$
A. G. Chapple, New York City.....	3 $\frac{3}{4}$	N. S. U.	1:25 $\frac{3}{4}$

* Allowed second trial because of punctured tire at start of first. † False start on first trial. ‡ Allowed second trial; stopped before finish in first.

Not Over 61 Cubic Inches Piston Displacement.

Name and Residence.	H. P.	Machine.	Time.
G. H. Curtiss, Hammondsport.....	2 $\frac{1}{2}$	Curtiss	0:51 $\frac{3}{4}$
Wm. H. Wray, Jr., Brooklyn.....	7	Simplex-Peugeot	0:54
Stanley T. Kellogg, Bridgeport.....	5	Indian	0:55 $\frac{3}{4}$
B. A. Swenson, Providence.....	4	Indian	0:56 $\frac{3}{4}$
*Walter Goerke, Brooklyn.....	4	Indian	0:56 $\frac{3}{4}$
A. G. Chapple, New York City.....	7	Simplex-Peugeot	0:59 $\frac{3}{4}$
†Chas. Van Sickle, Hammond, Ind.....	5	Indian	1:02
Howard K. Wray, Brooklyn.....	7	Simplex-Peugeot	1:06
N. Morin, Manchester.....	7	Simplex-Peugeot	1:06 $\frac{3}{4}$
J. F. Pickering, Providence.....	4	Indian	1:08 $\frac{3}{4}$
Russell Smith, White Plains.....	4 $\frac{1}{2}$	Vindec Special	1:10 $\frac{3}{4}$

* Chain broke on first start; allowed another trial. † Second trial; not timed on first.

FREE-FOR-ALL.

Name and Residence.	H. P.	Machine.	Time.
W. H. Wray, Jr., Brooklyn.....	14	Simplex-Peugeot	0:44 $\frac{3}{4}$

Only starter.

not having a greater piston displacement than 61 cubic inches. In the former his time was 56 $\frac{3}{4}$ seconds, and in the latter the watches gave him 51 $\frac{3}{4}$ seconds. Wray was the only starter in the free-for-all and made a run for his prize by showing the crowd how it looks to cover a mile in 44 $\frac{3}{4}$ seconds. Wray is given to making meteoric flights, chief among which have been his mile record on the Florida beach and a phenomenal ride up Wilkes-Barre mountain when he bettered the fastest time made by racing automobiles. This ride was no less remarkable for he covered the undulating stretch of smooth macadam at the rate of 81 miles per hour.

The first event was that for machines not exceeding 30.5 cubic inches piston displace-

that he was going fast and then some, but notwithstanding a ripple of surprise manifested itself when the timers announced "56 $\frac{3}{4}$ seconds." That was the best time made in this class, although A. D. Cook ran his team mate a close race, getting second prize in 58 $\frac{3}{4}$. Some little money changed hands on the possibility of Curtiss's time being bettered in this event. The third best time was made by Stanley 1:21 $\frac{3}{4}$, and Frank O. Ericson, Brooklyn, astride a Simplex-Peugeot did it in 1:09 $\frac{3}{4}$. Walter Goerke, of the same city, but on an Indian, was timed in 1:10 $\frac{3}{4}$, and then came G. H. Curtiss, of Hammondsport, on his fast single Curtiss. When Curtiss rounded the last bend in the road and dusted down the last straight the spectators could see

following a false start on the first getaway.

Not content with the time in the first event Curtiss set out to better it in the event for machines not exceeding 61 cubic inches piston displacement, and that he succeeded the table indicates. Curtiss was timed in 51½ seconds and the nearest approach to the mark was made by W. H. Wray, on his Simplex-Peugeot. It was just before Wray got fairly going that M. E. Toepel, holding down the starting end of the telephone line, added to his reputation as a humorist by informing the timers at the opposite end that Wray had gone back to Providence to get a real flying start, when it took him a little longer to start than it had the others. Wray's time was 54 seconds. A. G. Chapple, of New York, traveled like a rocket but took the last bend too fast and skidded away over to one side of the road. After he had got around the bend he inadvertently shut off power and then lost several seconds on the fastest portion of the course.

Walter Goerke's chain broke at the start and the young Brooklyn ex-flat floor bicycle rider took another trial and made good in 56½, tying B. A. Swenson of Providence. Both rode Indians. Kellogg also was under the minute and his blue sweater streaked over the course in 55½, the third fastest time.

Wray was the only starter in the free-for-all, Kellogg not riding, and the big Brooklyn rider made the record for the course in 44½. This is only one-fifth of a second slower than Wray's record, made on the level Florida beach last winter.

The timers failed to get the signal when Charles Van Sicklen (Indian) started and so the Indian had one fast ride for nothing. His second and timed trial was caught in 1:02.

Hastings Sails for Foreign Honors.

Immediately after finishing the F. A. M. endurance run, T. K. Hastings, of Brooklyn, took the first train from Providence and sailed on Saturday on the St. Paul for England, where he will compete in the six days trial of the Auto-Cycle Club. He expects to be absent until about September 15th. Hastings had a good send-off, having won the private owners' medal besides one of the honorable performance medals in the endurance contest. He took with him a twin cylinder Indian, instead of a "single," as originally intended. He will be the first American motorcyclist to compete in a foreign contest and because of the fact wide interest will attach to his efforts.

W. H. Busse, of Brockton, Mass., who was indefinitely suspended by the National Cycling Association for competing in an unsanctioned road race, has been restored to good standing. Busse, like many others, entered the race without knowing it was an outlawed event and he has suffered the penalty, as he competed under protest in a recent Revere Beach meet and won a prize, but had to give it up.

HILL CLIMBING HONORS FOR THREE

Curtiss, Kellogg and Wray Win in F. A. M.

Contests at Providence—Curtiss

Falls in Free-for-All.

G. H. Curtiss (Curtiss), Stanley T. Kellogg (Indian), and W. H. Wray, Jr. (Simplex-Peugeot), divided honors at the not very remarkable hill climb up Francis street hill on Friday morning. Curtiss won the 30.5 class, Kellogg the 61 class and Wray took the free-for-all, although Curtiss fell in the latter trial and the timer missed his time.

The hill climbing events were not out of the ordinary. It had been planned to send up two riders at a time, to give a semblance of a contest, but the lack of police guard which had been promised but failed to materialize, and the running of trolley cars up the middle of the street, when they were to be stopped while the climb was in progress, made this impossible. The Francis street hill is 200 yards long and an 8 per cent. rise, and the start was made on Belgian blocks, though the surface of the hill proper was of the finest macadam. At the summit the riders had to chute at almost a right-angled turn across the car tracks.

It was here that Curtiss met with a nasty fall in the free-for-all. He streaked up the incline like a rocket, but fell on the turn and badly bruised and skinned his right arm and leg. In the excitement the timers forgot to stop their watches. Despite a parade at the bottom of the hill where there were bands playing probably the largest crowd that saw any of the contests during the meet watched the hill climb on Friday morning. Here are the times made in the several classes:

30.5 Class.

1 G. H. Curtiss.....	2½	Curtiss	0:11¾
2 A. D. Cook.....	2½	Curtiss	0:12
3 S. T. Kellogg.....	3	Indian	0:12¾
4 Walter Goerke.....	3	Indian	0:13¾
5 D. V. Reiley.....	3	Pillsbury	0:14¾
6 Peter H. Cox.....	2¼	Indian	0:14¾
7 Chas. Van Sickle..	2¼	Indian	0:15
8 J. S. Seidell.....	3	R-S	0:15¾
9 E. L. Ovington..	4½	F. N.	0:15¾
10 G. Goerke.....	3	R-S	0:17
11 David D. Dessau..	4½	F. N.	0:17¾

61. Class.

1 S. T. Kellogg.....	5	Indian	0:10
2 G. H. Curtiss.....	7	Curtiss	0:10¾
3 A. D. Cook.....	5	Curtiss	0:10¾
4 N. Morin.....	7	Peugeot	0:10¾
5 Chas. Van Sickle..	4	Indian	0:11¾
6 J. P. Bruyere.....	5	Curtiss	0:14¾
7 Walter Goerke.....	5	Indian	0:15¾

Free-for-All.

1 W. H. Wray.....	14	Peugeot	0:10¾
2 S. T. Kellogg.....	10	Indian	0:10¾
3 Chas. Van Sickle..	4	Indian	0:11
4 Peter H. Cox.....	2¼	Indian	0:12¾
5 J. P. Bruyere.....	5	Curtiss	0:13¾

If you are interested in Motorcycles, "Motorcycles and How to Manage Them" is the very book you need. Price, 50 cents. The Bicycling World Co., 154 Nassau St., New York.

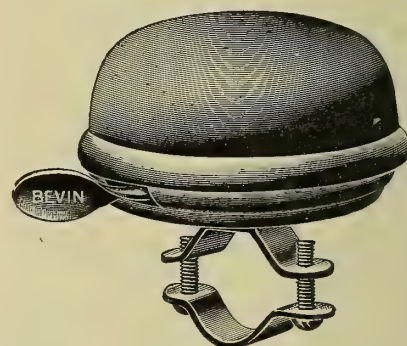
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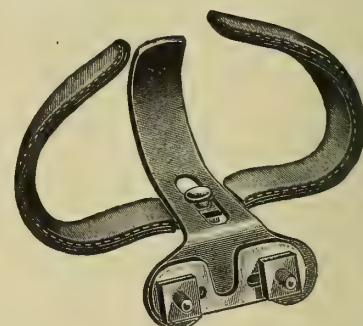
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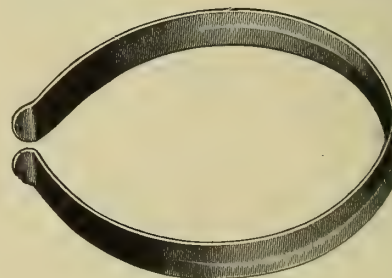
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FOUNDED 1877

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New York, U. S. A., Saturday, August 10, 1907.

No. 20

BIGGEST, BEST AND HAPPIEST GATHERING

Trade's Second Annual Mid-Summer Meeting at Atlantic City a Feast of Good Things—Four Notable Addresses on Business Topics—Fun and Sociability Vary the Courses on the Menu—Heroes of the Bowling Alley.

Easily and in every way and in every sense, the biggest, best and happiest gathering in which those who constitute the cycle trade ever have engaged well may be written of their second mid-summer meeting at Atlantic City.

This summarization is not too fulsome, nor does it reflect unduly on last year's gathering, good as it was. But it is the simple truth that in every detail all other gatherings were outclassed by the event just closed. Not even in the so-called palmy days of the industry was there an occasion of the same class or kind. It has required 29 years for the trade, that is, the tradespeople, to learn how to live or to live together, at any rate. It almost is as if a new cycle trade had been born.

Primarily an excuse for a holiday—for what is encompassed by the term "a good time," this meeting at Atlantic City proved a rich layer cake of business and pleasure. For while it was marked by much fun, it was marked by much serious business also. The three organizations that gathered there, the Cycle Manufacturers Association, the Cycle Parts and Accessories Association, and the National Association of Bicycle Jobbers, each held a meeting of its own and when on Thursday afternoon, 8th inst., they met in joint session in the big banquet room of the Shelburne Hotel, they listened to literally a feast of reason. The joint session was constituted of four addresses, one each by a representative of each association and the fourth by an invited and competent guest, E. L. Rosenfeld, who dealt

with a subject of keen concern to any re-born industry—the subject of exports. E. S. Fretz, who spoke for the Cycle Manufacturers Association, spoke ably and well, and W. H. Crosby, the short, solidly put together, unassuming president of the Cycle Parts and Accessories Association,—and let it not be forgotten that Crosby was the moving spirit that brought both associations into being—delivered an address pregnant with meaning and far-seeing wisdom. It was easily the most thoughtful presentation to which the trade ever has listened and he who would avoid pitfalls well may read it again and again. It is printed in another column and merits all the attention that may be given to it.

But if Rosenfeld and Fretz and Crosby interested and enlightened their large audience, the other speaker, P. R. Robinson, electrified it. Robinson, who is of the New York Sporting Goods Co., was put forward as the spokesman for the jobbers association. At the meeting of that organization last year, he first had flashed on the scene.

Excelsior Separates Its Interests.

The big Excelsior Supply Co., Chicago, finally has separated its manufacturing and its jobbing interests, the former having been taken over by a new corporation, the Excelsior Motor & Mfg. Co., which was formed for the purpose, and which will produce the bicycles and motorcycles marketed by the Excelsior Supply Co. With a few exceptions, the personnel of both companies will be the same, Fred C. Robie remaining the man at the helm.

It was then stated that he had made "a particularly strong address" to his fellows—a statement that aroused no particular comment or interest. To-day it is safe to say that henceforth when the cycle trade wants speakers or a spokesman, Robinson will have a mighty hard time making his escape. While not a stranger, when he mounted the rostrum Robinson was well known to comparatively few of those present. Spare of build and spare of hair, and of rather serious mien, neither short nor tall, nor young or old, he made no particular impression. But before he had spoken three minutes, the crowd began to take notice; at the end of five minutes, the room was ringing with applause; when he closed five minutes later, the applause was tremendous, and it continued long. Had he spoken five minutes more, it is a fair presumption that hats would have been thrown in the air and Robinson been carried off on the shoulders of those whose enthusiasm had been aroused to an unusual pitch at a supposed dry-as-dust trade gathering and by one who struck hard and spared not. It was not only what Robinson said, but the way he said it. His experience as a thespian stood him in good stead. His enunciation was quick, clear and distinct, his delivery forceful, his manner first calm and smiling then intensely earnest and accompanied by just sufficient and proper gesticulation to further the effect. His address had to do with some of the frauds and follies of the trade. He touched some that are common to each branch of the industry and jumped so quickly from one to another

that smiles and applause pursued each other. He spoke "right out in meeting." The trade never had heard such plain speech, so splendidly expressed. When Robinson scored the fakirs who prey on the public and demoralize legitimate trading by heralding fraudulent bankrupt bargains and "outlet" sales, the audience sat up straight and applauded vigorously. They all knew whom he meant, but the fakir was absent. He had been embarrassed by a gentler touch of the sort at last year's meeting and may have had a premonition. Then Robinson lightly pointed out other failings and as he went from one to the other, he fairly caught the crowd. He ended tartly almost before they thought he had fairly begun. Every one then knew Robinson. None had expected such a speech. They were still talking of it the next day. It was truly a speech, too; for he had spoken without note or papers of any sort.

Robinson's address was not the only happy thought that made the Atlantic City meeting memorable. His effort was one



R. D. WEBSTER,
Member Committee of Arrangements.

of the substantial layers of the cake. The bowling match, which occurred on Wednesday night was in the nature of the pleasure-sweetening. It was the idea of W. G. Schack, and unexpectedly proved to be a real feature of the program and about as jolly an occasion as the trade collectively ever has enjoyed. Very many members of the trade had brought their wives and the ladies were there to see the fun—and perhaps to keep it within bounds. Four teams were drawn on the spot—the spot being the Columbia alleys—representing respectively the C. M. A., the C. P. A. A., the N. B. J. A., and the Traveling Salesmen. In three of four cases, the men were outside their real spheres, but a little thing like that didn't count, and—whisper it gently—the Salesmen evened up more than the bowling scores by trouncing the men who pass on their expense books during other weeks of the year. The C. P. A. A. team and the Salesmen rolled the highest scores and then met in a deciding game of five frames for the "championship." The Salesmen

won 740 to 626. In both the "trial heat" and the "final" some of the scores were "unfit for publication," but the best shots and the worst ones caused equal enthus-



W. J. SURRE,
Chairman Joint Committee of Arrangements.

iasm and lots of it. The summary of the "battle" follows:

Trial Heat.

Cycle Parts and Accessories Association—Wood (captain), Mossberg, Griswold, Heller, Gorton, Smith, Wainwright, Palmer, Mesinger, Price. Total score, 1,230. High score, Wood, 201.

Salesmen—Edgar (captain), Ireland, Hamilton, Field, Snowman, Busby, Hill, Page, Brown, DeSilva. Total score, 1,203. High score, Busby, 164.

Cycle Manufacturers Association—Schack (captain), Ash, Robie, Lonn, Cox, Falor, Surre, Fretz, McGuire, Schwinn. Total score, 1,010. High score, Cox, 155.

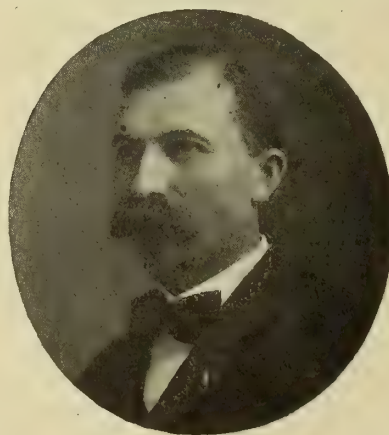
Jobbers Association—F. I. Willis (captain), Grady, Leng, Nock, Gibney, Odell, Robinson, Alexander, Voorhis. Total score, 940. High score, Stokes, 173.

Final Heat.

(Five Frames.)

Salesmen, 740. C. P. A. A., 626.

Every one entered heartily into the spirit of the occasion and more laughs and real



W. F. REMPPIS,
Chairman Ladies Reception Committee.

fun was extracted from it than any one previously would have thought possible. The fun was increased by the headgear worn by most of the players and most of the spectators, "real Mexican sombreros" of white duck, with wide green rims. The ef-

fect of these tall pyramids when worn by some of the dignified men of the trade was funnier than some of the shots in the bowling match.

These "sombros" constituted another happy hit. They were the gifts of the Consolidated Mfg. Co. and bore their advertisement of Yale bicycles and motorcycles on the front and rear. Two thousand of them were brought to Atlantic City and their distribution was entrusted to Frank C. Cornish, of the Yale traveling staff. Possibly Managers McGuire and Coffman knew what they were about when the selected Cornish for the task; at any rate, Cornish is lucky to be alive. He employed two husky men to do the actual distributing of the headpieces, but as he was close by he felt the pressure. When the news spread that the "sombros" were being given away, the Atlantic City throng gathered quickly and made one wild rush for them. The distributors were literally mobbed. They were followed wherever they went and in several instances when their supply was replen-



D. P. HARRIS,
Member Committee of Arrangements.

ished the men were forced against walls and the hats torn from their grasps. One negro waiter who got hold of 20 or more afterward confessed that he had sold them to guests of one of the exclusive hotels at prices ranging from 5 cents to 25 cents. A supply of the souvenirs had been apportioned to Boyce & Co., the Yale agents in Atlantic City, and their store, too, was practically stormed. As an advertising "hit," the sombros were simply immense.

Other souvenirs that were distributed—but not by the thousands—were a leather cigar case from the Corbin Screw Corporation, a pocket compass from the New York Sporting Goods Co., and a small folding drinking cup from the Hartford Rubber Works Co., who gave away hundreds of boxes of wind matches also.

All business had been disposed of by 4 o'clock Wednesday evening. The clam-bake and band concert at the Inlet Pavilion followed the joint session of the three associations, which was the last occurrence

of a business nature. Quite a few did not make the journey to the Inlet to partake of the clambake, but in all about 150, nearly half of whom were ladies, partook of the clams, fish, corn, sweet potatoes, and other good things that were served. Although the question was jokingly passed along the line, "What rubber factory manufactured these clams?" no one found real fault, but W. J. Surre, the hard working chairman of the committee of arrangements, did not consider that either the foodstuffs or the appointments were up to the standard for which he had contracted, and the belief detracted from his pleasure, at least. At settling-up time, he opened his relief valve and told the man who provided the spread exactly what he thought of him. Then he felt better. The "musical directors," who had been chosen to help along the fun, failed to put in an appearance, but nearly every one joined in the choruses of the songs that the band played, and Frank Smith, of the Standard Co., cut "pigeon wings" until little Miss Storck of Red Bank,

credit. Their's was not a simple task, and the prodigious success that was achieved is due wholly to their efforts. With that jolly laugh that is almost his trade mark, Harris states that he was in Nova Scotia while most of the arranging was being done, but that Walburg performed his share of the work, and, anyway, he (Harris) "discovered" and nominated P. R. Robinson, as one of the speakers, which in itself was a pretty large "find." The arrangements were splendidly carried out, too. There was small reason for lack of acquaintance or for the usual question, "Who is he?" or she, for that matter. The badges issued to all, men and women alike, were small pendant medals finished in Roman gold, the face of each bearing a number. The official program, issued with the compliments of the Bicycling World, con-

what they preach and also displayed real interest and concern in a sports event. About three score had responded to the urging that bicycles be shipped to Atlantic City that they might be ridden to the scene of the road races—the Young America 5-miles handicap, and the Industrial 25-miles handicap, which had been set for yesterday afternoon. But in contrast to the previous days of the week, Friday broke dark and muggy, and about noon a tremendous thunder storm and downpour, which lasted all the rest of the day, resulted. It put an end to the run and the races, which latter promised to prove the biggest events of a decade. There were 44 entries for the Young America and 96 for the Industrial, and most of them were on the ground when the storm broke. Some of them had come considerable distances, two of the entrants in the boys' race being telegraph messengers who had "beaten their way" from Syracuse, N. Y. The postponement worked a great hardship to those of the riders whose purses were slender. But the spirit of the



C. A. PERSONS,
Vice-President C. P. A. A.

N. J., took the honors from him by executing a part of the Indian dance.

According to one story, Chairman Surre had one other "experience." He and Ralph Webster, who looks like a deacon, were standing on the boardwalk in earnest confab, when an elderly lady, strong of feature, spectacled, and wearing a small bonnet, approached them, and addressing them as "Brothers," proceeded to express her pleasure to find them enlisted in the good cause and displaying the badge that proved them to be possessed of the courage of their convictions. For a moment they were teased. Surre looked at Webster and Webster looked at Surre, but when the good lady spoke of the "demon rum," light dawned on them. As members of the committee of arrangements both were wearing small white ribbons denoting the fact. To assist their recovery, Surre purchased sarsaparilla for his co-worker.

The committee of arrangements, Messrs. Surre, Webster, Walburg, and D. P. Harris, deserve a mountain of



IGNAZ SCHWINN,
Vice-President C. M. A.

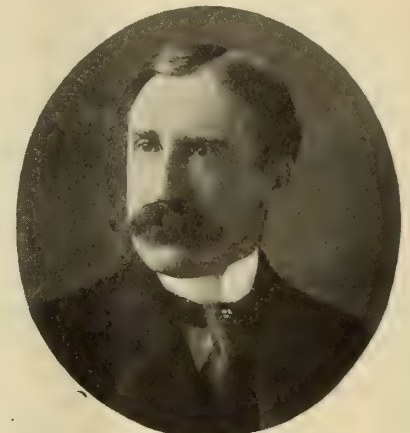
tained the roster of all those who had signified their intention of attending. Opposite each name in the booklet was the number corresponding with the badge worn, thus making identification quick and easy. That "chip of the old block," Harry Walburg, Jr., was in charge of the office which was maintained throughout the week in the Shelburne, and he did his work so well that there were no confusions of identities.

The ladies were "looked after" by W. F. Remppis as chairman of the ladies reception committee, that is, when they required looking after. The committee incidentally wore the red badge of courage. When he was asked how he liked his work, Mr. Remppis smiled expansively and shook his head.

"The gentlemen who brought the ladies seem able to look after them pretty well," he responded in a tone that might have contained a rueful note.

But the chairman saw to it that no lady lacked tickets for any of the forms of entertainment provided and the smile that accompanied the box of candy that was handed to each of the ladies who made up the sailing and rolling chair parties Friday morning, was worth going far to see.

For the first time, too, many of those who attended, came prepared to practice



J. F. COX,
Secretary C. M. A.

New Cycle Trade was never better shown than by the way in which this emergency was met. The publicity committee promptly convened and appropriated \$100 to cover the overnight expenses of the unfortunates and other expense, and will pay the railroad fare of those who come from a distance to compete in the postponed races, which, after a conference between the road race committee and Associate Managers Valiant and Van Doren, who had worked so hard and earnestly, were fixed for Saturday, August 31st.

It had at first been decided to hold the run and race on Saturday morning, but as the nor'easter showed no signs of breaking the races were ultimately postponed, as stated, until August 31. That date was selected with the view of having in reserve two rain dates should an unfortunate repetition of Friday's and Saturday's occurrence manifest itself. As September 2 is Labor Day and the Atlantic City visiting crowd will be unusually large and as it will be easier for visiting riders to go to Atlantic City then than was the case this time, a much bigger race is looked for.

The Best Prize for the Biggest Event

at the F. A. M. National Meet—the massive silver cup offered
in the 20-mile Colonial Handicap road race,

Was Won on an R-S



Three R-S motor bicycles also completed the endurance contest
But it is not at any one meeting that the R-S shines more
brightly than at others. Since it opened the season by
winning the first hill climb of the year—at Altadena, Cal.—it
has consistently been in front. In the races at Colorado
Springs, at St. Louis, at Reading—wherever stock machines
are used the R-S is in the forefront.



Reading Standard bicycles also are similarly
“keeping up the good work.”

READING STANDARD COMPANY,

Reading, Pa.

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“cheap” tire and repent later. “The Best” is the most economical in the long run.

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To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, AUGUST 10, 1907.

The Birth of a New Cycle Trade.

Words of promise had forecasted a potent and fruitful session in the trade's second annual mid-summer meeting at the famous city by the sea. The festivities announced on the program as well as the long list of guests-to-be—even the season and place—were sufficient in themselves to ensure enthusiasm and interest. But what fire of new life actually was to be kindled during those four brief days, no man might have predicted. It was a superlative gathering in every sense, and it marked not so much a revival—the crest of a high flood following a low ebb—as the beginning of a new tide of prosperous action. It was the veritable re-christening of an industry fresh from its second birth, revealing all the wisdom and sagacity of ripened existence, together with the young interest of novelty.

Such gatherings always are helpful beyond measure in revitalizing and unifying an organism whether of business or culture or sport. They possess the subtle power of eliminating the individual for the time being and creating in his stead a huge common ideal to be labored for. They

build up the power of co-operating, supplanting the desire for personal advancement by the desire for the welfare of the cause. More than that, in suppressing the evil and fostering the good elements which independent rivalry develops, they purge and stimulate the gathering, as nothing else can do. Their effect develops a strength and unity which neither prosperity nor failure can affect; which time cannot weaken.

How great has been the tonic influence of the Atlantic City convention but a short time will be required to show, unless the symptoms are extraordinarily misleading. Certainly the stimulation experienced by those who were privileged to attend its session produced an impression deep enough and poignant enough to secure a real and lasting awakening not alone personal, but so contagious as to affect the entire length and breadth of the industry and its allied interests. It is not simply that this was the largest and happiest gathering of its kind ever held, not that it was a season of harmony, free from conflict and petty rivalry; the point is that here was a large meeting of keenly interested business men representing the united elements of a healthy and very much alive industry, and that they were met together not only in social jubilation but also in sober conclave to determine how best its promised harvests might be garnered. Perhaps the most noticeable feature of all was the courageous, all-together spirit which far exceeded in strength that of the never-to-be-forgotten days of blinding and misleading prosperity.

One result of this and other meetings of its class is to be borne in mind, even as its effects appear in general rather than specific form. The influence here injected into the individual representatives, extends to those with whom they come in contact later in their daily activities. The whole personnel of their companies thus catches the spirit and gets its own arousal in turn. From the maker and dealer, the message spreads to the retailer and from him to the customer. Hence the seeds sown at a single session of this nature, grow and multiply until every last atom of brain and brawn devoted to the work of building and selling bicycles, sooner or later feels the result, not as the aftermath of a grand celebration, but in the electric impulses of a real enthusiasm of true and helpful meaning.

It is incomprehensible that any member of the trade should hold aloof from such a movement, that any should remain outside the folds of the respective associations.

They owe it to themselves and to their business to join hands with those who are working for the common weal and who have succeeded in such generous measure.

Qualities of the Spark Plug.

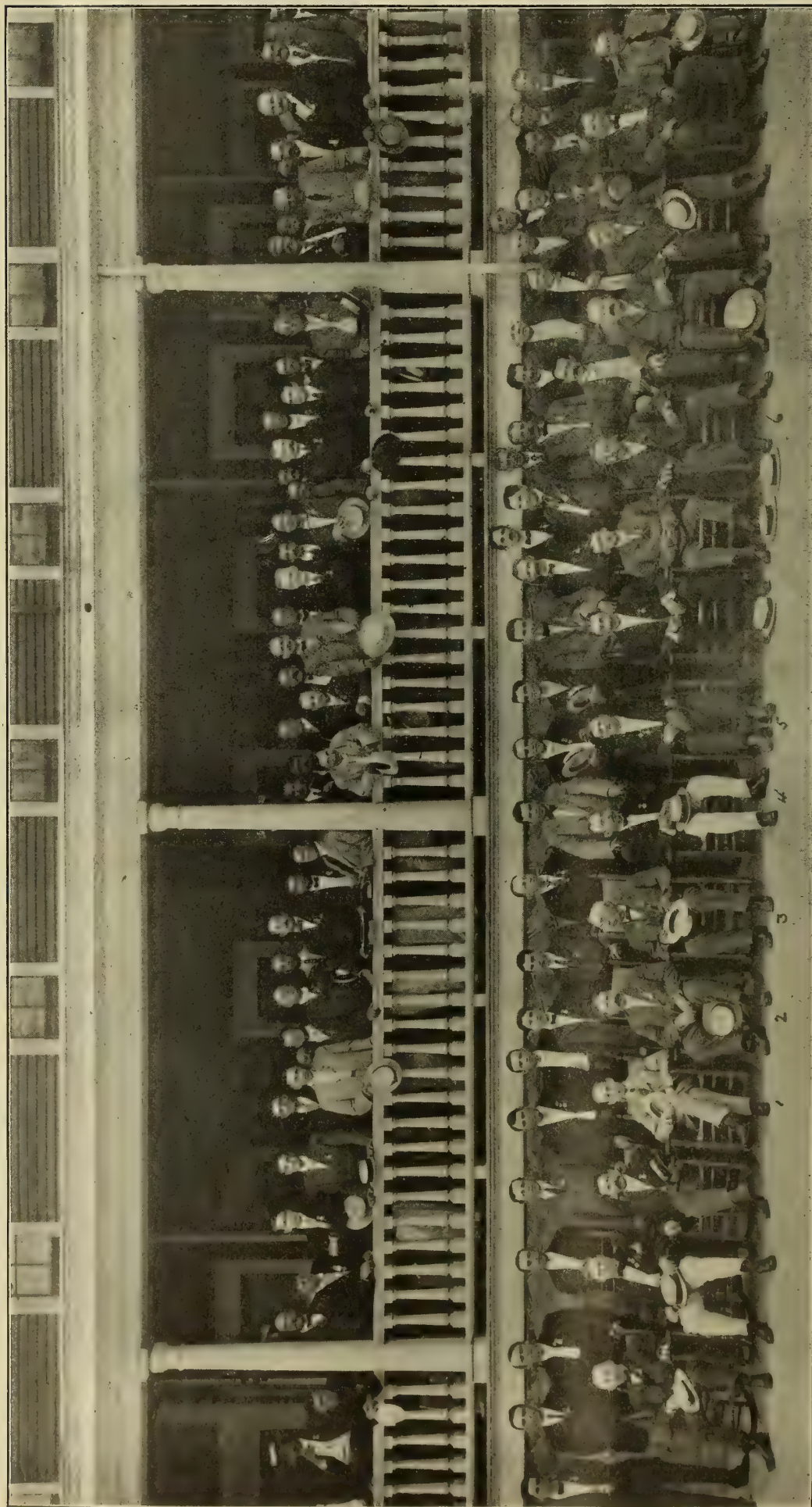
So very simple and useful is the construction and purpose of the spark plug and so seldom is it productive of trouble, considering the severity of the work which is thrown upon it, that the average rider gives small thought to the matter of its construction once it is screwed into the cylinder and connected to the coil. Nevertheless in proportion to its size there can be small doubt that it embodies more exacting conformity to close and contradictory requirements than any other portion of that curiously perplexing device, the internal combustion motor.

First of all, it must be a plug in the absolute sense of the word, capable of resisting high temperatures and high pressures and remaining gas tight throughout all ranges of both and with a liberal allowance for unusual conditions. Second, it must form a perfect insulation for the current, throughout the same conditions, and regardless of the presence of oil or soot. Third, it must spark whenever the current is passed through it, which is to say that it must not tend to accumulate foreign matter on the sparking points, to become short-circuited for this or any other reason, and that this sparking action must be available not alone throughout a wide range of temperature and pressure conditions, but also throughout the widest possible range of electrical pressures, thus reducing the necessity of frequent adjustment at the breaker or trembler. It is the requirement of absolute insulation, however, which creates the most serious complication.

The insulating materials, available for the purpose, that is to say, those which are capable of resisting the effects of heat, are either brittle, hard to work, or possess properties of expansion under heat so different from those of the metals used in the body of the plug as to render the device useful only under standard conditions of temperature, unless special provisions are made. Hence the method of construction must be such as to allow for the working between the parts which this creates.

All things considered, it is rather more to be wondered at that the average plug endures as long as it does, than that it fails occasionally under strenuous conditions of servitude.

THE ATLANTIC CITY ASSEMBLAGE



1, P. R. ROBINSON; 2, J. F. COX, Secretary C. M. A.; 3, G. W. Nock, President, N. A. B. J.; 4, W. H. CROSBY, President C. P. A. A.; 5, F. I. JOHNSON, President C. M. A.; 6, Ignace SCHWINN, Vice-President C. M. A.

"SENATE" OF THE CYCLE TRADE

Makers in Business Session at Atlantic City
Bigger Publicity Fund—Concession
Obtained on Freight Rates.

The Senate and the House of the New Cycle Trade, that is to say, the Cycle Manufacturers Association and the Cycle Parts and Accessories Association, went into their respective midsummer sessions at Atlantic City, Wednesday forenoon, 7th inst.

Ways and means, chiefly means, to further the publicity campaign, formed the principal topic of discussion of both bodies.

In the "Senate," it was decided that the proposal to assess the members on a basis of one-half of one per cent. of the gross domestic sales would throw too much of the tax on a few concerns and accordingly it was resolved to adhere to the subscription system in vogue during the current year. The publicity committee let it be known that it was desired to raise a fund of at least \$30,000 to support the publicity bureau during 1908, and when subscriptions were called for, the result was gratifying. Vice-President Schwinn doubled his subscription, as did President Johnson. Secretary Cox, representing the Pope interests, pledged \$2,000 instead of \$1,000, and practically all of the other "senators" made corresponding increases, while "Senator" McGuire, representing the Yale constituency, added to the general enthusiasm and good will by writing down \$1,500 instead of \$250. A total of \$11,000 was raised on the spot and several absentees are still to be heard from.

Following the report that the sum of \$300 voted to cover the estimated cost of the Atlantic City meeting, had proved insufficient, the additional sum of \$150 was appropriated. The "House"—the C. P. A. A.—took concurrent action.

Secretary Cox reported the receipt of advices from Milwaukee, where the Western Classification Committee had recently met and considered the application of the Cycle Manufacturers Association for a reduction on the freight rates on bicycles. The application had met with such favorable action that on or about October 1st next the rates to points west of the Missouri river will be substantially reduced. Instead of the double first class classification that at present applies, the rate on carload lots will be cut in half, while less than carload shipments will be accorded 1½ times the first class tariff. The revisions will make a big saving to Pacific coast consignees, who usually deal with carload shipments.

The request of the Sportsmen's Show, New York, for the indorsement or patronage and support of the Cycle Manufacturers was tabled—"for the present," it was added.

The application of J. E. Poorman, Jr.,

of Cincinnati, for recognition as a jobber, was approved and Poorman's name was ordered added to the jobbers' list.

"Senator" Robie, Excelsior Supply Co., Chicago, presented a "petition" requesting that the membership of that company be transferred to the Excelsior Motor & Mfg. Co., which had acquired all the manufacturing property and interests of the Supply Company. The request was granted, of course, and Mr. Robie will represent the new concern in the C. M. A., the personnel of both companies being almost identical.

Acting in concurrence with the C. P. A. A., Chicago, and the first Wednesday in October, was set as the time and place for the next meeting.

Before adjournment, "Senator" Remppis suggested that those members who are concerned with motorcycles remain for informal discussion of matters specially affecting those interests. The suggestion was accepted and it is probable that some definite action will be taken at the Chicago meeting. It is probable also that a committee on motorcycles will be added to the standing committees of the association.

The "Senators" present were as follows: F. I. Johnson, Iver Johnson's Arms & Cycle Works; Ignace Schwinn, Arnold, Schwinn & Co.; A. L. Pope, C. E. Walker and J. F. Cox, Pope Mfg. Co.; W. F. Remppis and Harry Walburg, Reading Standard Co.; W. F. McGuire, and A. B. Coffman, Consolidated Mfg. Co.; F. C. Robie, Excelsior Supply Co.; J. W. Ash and A. V. Riddle, Hudson Mfg. Co.; W. G. Schack, Emblem Mfg. Co.; E. S. Fretz, Light Foundry & Mfg. Co.; C. A. Lonn, Great Western Mfg. Co., and D. P. Harris.

Employers and Employees Jubilate.

Something more than the usual informality attended the fourth annual outing of the employees of the Light Manufacturing and Foundry Co., Pottstown, Pa., who have so recently and so earnestly re-entered the bicycle industry, and who increase the good will of their employees by taking a personal interest in these annual picnics. The program, which was carried out at Ringing Rocks Park on Saturday last, was an all-day one, commencing with a flag raising in the morning, followed directly by an address by E. S. Fretz, secretary-treasurer of the company. A street parade, band concert, games and athletic contests occupied the remainder of the day, and were succeeded by a dance in the evening, which completed an unusually successful and enjoyable occasion.

Leavitt Shopping in the East.

J. W. Leavitt, head of the J. W. Leavitt & Co., of Oakland, Cal., the large Pacific coast jobbers, is in the East arranging lines for 1908. Leavitt is now working toward the West again, having completed a large part of the business which made his trip necessary, but stopping here and there to add novelties to his stock.

PROCEEDINGS IN THE "HOUSE"

Meeting of the Cycle Parts and Accessories Association—New Members Accepted
—Old Board of Officers Re-elected.

In the "House," that is, the Cycle Parts and Accessories Association, when the publicity committee reported the desire to create a joint fund of \$30,000, \$4,000 was subscribed by those present, and on motion of Mr. Persons, a committee of six, composed of two members from New England, two from the Central East, and two from the West, will be appointed by the president, to make a personal canvass of the trade in their respective localities.

Five applicants for membership were elected, viz.: the John R. Keim Mills, Inc., Buffalo; Mesinger Mfg. Co., New York; C. E. Peterlin, Grand Rapids; Wolverine Leather Goods Co., Detroit; Hastings & Anderson, Chicago.

Two additions to the jobbers' list were approved, viz.: J. E. Poorman, Jr., Cincinnati, Ohio, and Frank C. Storck, Red Bank, N. J.

This session of the C. P. A. A. was in the nature of the annual meeting and while previously President Crosby had expressed a belief that a change all around would prove advisable, the meeting evidently disagreed with him, as all of the former incumbents were re-elected, as follows: President, W. H. Crosby, The Crosby Co., Buffalo; vice-president, Charles A. Persons, Persons Mfg. Co., Worcester, Mass.; treasurer, W. J. Surre, Corbin Screw Corp., New Britain, Conn.; secretary, H. S. White, Shelby Steel Tube Co., Pittsburg, Pa.

By agreement with the C. M. A., the association adjourned to meet in Chicago on the first Wednesday in October.

Motorcycle Grip for Rough Riders.

The Hartford Rubber Works Co. has placed on the market a "rough rider" motorcycle grip. It is made of rubber, of course, but is twice the length of the ordinary grip, the added length projecting beyond the handle bar proper, thus affording a firm but flexible hold for the rider and one that greatly relieves vibration. A makeshift adaptation of the idea was employed by Mueller and Holden when they motorcycled across the continent last year. On that occasion, they used long lengths of rubber hose and declared that they were "the 'real thing.'"

The Retail Record.

Aurora, Ill.—Frank Sylvester sold out to John J. Baltazor, who will continue his present store at 48 Downer place, as well.

Bridgeport, Conn.—J. L. Bloomer, the new owner and manager of the Liberty Cycle Co., has removed the business to 157 John street, and has improved the plant.

JOBBER'S WANT RECOGNITION

Their Association Assumes Aggressive Attitude—Officers Re-elected and Jobbers and Dealers to be Hall-marked.

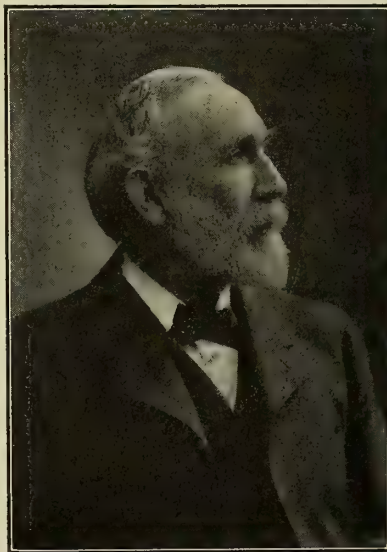
The meeting of the National Association of Bicycle Jobbers at Atlantic City on Thursday, August 8th, was in the nature of the annual meeting, but no electioneering or playing of politics had preceded the occasion and as a result all of the old officers were re-elected; viz.: President, George W. Nock, Philadelphia; vice-president, Charles W. Leng, Jno. S. Leng's Son & Co., New York; secretary-treasurer, Fred I. Willis, H. T. Hearsey Vehicle Co., Indianapolis.

The choice of officers, however, dwindled in importance by comparison with the expressed determination of the Association to stand up and be counted. It was first voiced in the report of Secretary Willis, who expressed the belief that the N. A. B. J. had not been accorded the recognition which is its due by the Cycle Manufacturers Association and the Cycle Parts and Accessories Association. Those organizations, he stated, were soliciting jobbers subscriptions for the joint publicity fund, but it was a case of subscription without representation. He thought that the Jobbers Association should be represented on the joint publicity committee, and should figure more prominently in the program and affairs of the mid-summer meetings.

In due course the subject was taken up by the general meeting and resulted in considerable discussion. There were those present who expressed the opinion that as the manufacturers had increased the prices of their several commodities to jobbers such increase should stand as the jobbers' subscription to the publicity fund. Whether the jobbers had increased the prices to dealers did not appear. At any rate, Secretary Willis combatted this opinion and, although he seemed in the hopeless minority, when a motion to support the publicity bureau was made it was unexpectedly carried by a good majority. This was followed by the introduction of a resolution which declared it to be the sense of the meeting that the National Association of Bicycle Jobbers be given proper recognition by the other associations, and that the recognition should take the form of the addition of a jobber to the joint publicity committee. A committee of three, Messrs. Willis, Grady and Fry, was appointed to present the resolution to the joint publicity committee, and after adjournment this was done. They found the publicity committee favorably inclined, but were requested to place their views in writing.

Secretary Willis reported that since the formation of the association last July forty-one firms or persons had remitted the mem-

bership fee and were now on the roll. Several others also had forwarded remittances which were returned, as they had not been recognized as jobbers. In fact, the Jobbers Association is intent on defining a jobber on its own account. For this purpose,



GEORGE W. NOCK,
President N. A. B. J.

it was suggested that the president appoint four membership committees, one each representative of the East, South, West and Middle West, which committees should investigate the status of each jobber in their respective territories and render an unbiased report to the Association. In due course, these committees will be appointed. It is probable also that they will not only pass on jobbers' qualifications, but that they will "weed out" those so-called dealers who are not entitled to trade discounts.

When asked what would be done in case



F. I. WILLIS,
Secretary-Treasurer N. A. B. J.

reports of such committees conflicted with the recommendations and jobbing lists of the C. M. A. and the C. P. A. A., Mr. Willis said that the differences would be called to the attention of those organizations and efforts made to reconcile them.

Mr. Willis reported that a number of bul-

letins of interest to the jobbing trade had been issued during the year, and suggested that if more communications were forwarded to him by the members these bulletins would be issued more frequently.

One Cause of Sluggish Engines.

Not infrequently a tendency on the part of the motor to sluggish starting may be occasioned to too tight an adjustment of the vibrator spring, which creates so much lag in the spark that it comes too late in the working stroke to be effective. This difficulty may be detected at once if a quick start is possible with the timing lever part way advanced, although that also might betoken some fault in the connection between the lever and the timer box. When it is found that the connections are correct but that the motor still refuses to start properly, a readjustment of the vibrator spring will usually set matters right. Too slack an adjustment, however, should be guarded against as tending to cause misfiring.

To Cut Patches and Washers.

A cheap and successful cutter for making circular tire patches may be got out of an old piece of bicycle tubing. One end should be sharpened evenly all around, either with a file or on a grind stone, and the other may be fitted with a short wooden handle suitable for driving the tool into the rubber. Similarly a cutter for leather washers may be made by using two pieces of tubing of the required diameters, the smaller being carefully centered within the other by means of the handle. For a good and permanent tool, of course the cutting ends should be hardened after being reduced to the required shape.

To Prevent Overheating of Valves.

It has been observed that valves in which the slotted extension of the stem used for grinding purposes projects above the upper surface of the head by a considerable amount, there is a tendency for the metal to heat excessively, thus at times encouraging preignition. On this account it is well to have the boss supporting the slot as short as possible and finished with good sized fillets. Incidentally, when regrinding an old valve it is well to smooth off any "burrs" which may have been raised by slipping of the screwdriver, thus lessening the possibility of trouble on this score.

Remedy for Slow Starting Motors.

A remedy for a slow starting motor which is said to prove very effectual is that of placing a little pad of felt in the bottom of the mixing chamber directly beneath the jet and out of the way of the air inlet. Flooding the jet plentifully before attempting to start, has the effect of saturating the pad and giving something the action of the old-time surface carburetter. The device also is said to be of advantage in increasing the power when the motor is running under throttle control.

Four Notable Addresses at Atlantic City

The joint session of the three associations was held on Thursday in the banquet room of Hotel Shelburne, and of course, proved the largest business gathering of the week. Vice-President Schwinn, of the Cycle Manufacturers Association, presided.

The business transacted consisted wholly of the delivery of four addresses that had been outlined, one each by W. H. Crosby, P. R. Robinson, E. S. Fretz, and E. L. Rosenfeld. Each was of a thoughtful and instructive character and was listened to at-

tentively. Applause was generous at all times, Mr. Robinson, in particular so arousing the audience that the reception accorded his address was almost in the nature of an ovation. The addresses in full were as follows:

Trade Rocks and Shoals to be Avoided

By W. H. CROSBY, The Crosby Company.

The ordinary man jogs along in more or less blissful ignorance of the laws of hygiene until some sharp distemper hurries him to a physician: he then learns what has brought him to this painful pass and what careful, tedious and long-continued efforts he must use to reclaim a fair degree of health; and even these may be unavailing.

The extraordinary man studies the rules of dietetics, avoids those excesses that break down, or temporarily put out of gear, the physical machine. Thus by the exercise of caution and self-restraint and the use of a little knowledge easily acquired he lives to a ripe old age in great comfort and delight of life.

So the ordinary business man plunges ahead, especially in prosperous times, extending his lines of credit, expanding his means of production, increasing his output until the shock of a general, or even a particular depression pushes him to the verge of bankruptcy. But the extraordinary business man moves cautiously even in booming years, knowing there are rocks ahead though he, like all his competitors, is sailing on uncharted seas; sure that storms are brewing though the sky is clear and has been for many days; certain if he would make the haven of success he must have his ship constantly under easy and complete control. All this the history of commercial life has taught him: he does not have to wait for the hard lessons of experience. Now if there is any man in American business life who ought to navigate with extreme caution it is the manufacturer of cycles or cycle accessories. He has had his lesson and it did not come from a book. I want, therefore, to point out some rocks upon which our trade may again split and go to wreck and ruin. I hope I may in some measure awaken you to these dangers! "Forewarned is forearmed!"

First, I would call your attention to that fruitful field of disaster—over-production. This, many other lines of trade are making strenuous efforts to avoid and different plans are adopted for the control of output. I am informed that one association is so strong that it absolutely dictates the volume of production of its members—allowing a certain percentage of increase one year and curtailing a certain per cent. the next, as the committee in charge is able to gauge the demand of the public. I can see nothing in this harmful to the people, provided the prices maintained are not excessive. It does avoid the feverish activity of one period, followed by the partial stagnation of the next—it maintains an equilibrium which is beneficial alike to workman, employer, jobber and consumer. Can our association do this? Perhaps we are not yet working in sufficient harmony, probably have not yet the confidence in each other that is essential to the success of any new and unusual movement, but all such arrangements take time and require hard work on the part of somebody or some committee.

Whether the actual control of output can be maintained, or not, I think the situation each year should be critically examined, by special committees, and suggestions as to how much increase the public will take, if any, or how much falling off in demand may be looked for, should be clearly placed before each member. If a danger signal is necessary it can be thrown out. I cannot believe, with the experience of the last fifteen years so everpresent in our memory, there would be any who would disregard it. I know the ambition of every manufacturer is to increase his production. That is a laudable ambition, because in theory, and generally, it is true in

practice, it reduces his ratio of expense, and thereby increases his profits. And what are we in business for if not for profits? But herein is the very danger; each man increases more or less blindly, with the inevitable collapse to follow. Hence some attempt should be made to arrive at an understanding at the beginning of each season.

If you escape the first rock you may go to pieces upon the second—a too high selling price. For I assume that there could be no agreement as to out-



W. H. CROSBY,

put without a corresponding understanding as to selling prices. This is a danger peculiarly insidious, for ever since our remote ancestors traded stone hatchets for woolen cloth each merchant in succeeding ages has tried to obtain the greatest possible advantage. There was then little likelihood of overproduction as the means of increasing output were not to be had in a day; nor was there much chance of a corner as there were no facilities for ascertaining the known supply of any particular commodity. Competition, therefore, was a good and sufficient regulator. But in these latter days, when a manufacturer can easily double his output in a single year, and two or three such can fairly swamp the market, causing prices to fall below a remunerative point, something different from competition, as at first understood, seems to be needed. And we, therefore, have pools, selling agencies, gentlemen's agreements, and many other devices. Any of these is a good workable plan, provided the selling price be not too high. American buyers will not long submit to prices unduly advanced; they will try "to get from under" by inducing new concerns to enter the field. You know what that means to a field already more than occupied. On the other hand I do not think there will be any serious objection to a fair selling price if adhered to by all manufacturers.

A third rock is loose credit. This may take the form of long datings or too much credit. Everybody is aware of this danger but seems unable to avoid it entirely. If Brown offers six months' dating, Smith goes one month better. In some lines of trade datings seem to have been the rule time out of mind, but the trend of modern business is away from it. The principle is not sound. The buyer should go to his banker for loans and not to the manufacturer; datings are surely a form of loan. Everybody likes a cash buyer; why then encourage

the slow payer by long dating or other form of loose credit? This evil, and I think it is admittedly an evil, can be minimized if not banished by an understanding among manufacturers, and these associations may properly take up this question. I know I am treading on tender ground, that some of you believe this should be left to individual judgment; nevertheless, I adhere to my opinion that it is a proper sphere of association effort and that great good to the trade can be accomplished if the matter is handled judiciously.

Another rock is our almost absolute dependence upon the home market. A year ago I called the attention of the association to the lack of exploitation of foreign fields. We may not feel the need just now but the day of curtailment here is soon to come. The concern that has a foreign trade, and is quietly developing it, will then be in a position of immense advantage. I find in a London trade paper reports for several weeks, of shipments from the port of London only. The average per week of cycle parts was \$19,000, and bicycles \$29,000. The other ports must have greatly increased these figures. Australia, India, South Africa, Holland, Japan and New Zealand were the principal buyers, but France, Spain, Portugal and Egypt were on the list. England, like ourselves, seems to be far behind Germany in the race for the South American trade. I believe it would pay to have the Publicity Committee send out a special commissioner to these great export buyers in order to ascertain the status of the bicycle trade and report upon the style of wheel they are buying, the color of enamel, the kind of tire, the method of packing and all other details that are essential that the American manufacturer should know in order that he may compete intelligently. This is the method of Germany in entering new fields, and that it is a good method is proved by the rapid expansion of Germany's export trade. I am sorry I have been unable to get any data upon Germany's export of bicycles, but her report of bicycles manufactured shows about 800,000 annually. I would not suppose the home market would take over 50 per cent. of these. What an improvement would be wrought in the cycle industry of this country if we had a fair proportion of this foreign trade! What good reason is there that it goes to others?

I will now direct your attention to one or two sand bars, not likely to wreck, but always sure to impede the navigator on the sea of the cycle industry.

First, the bad habit of delaying specifications. This I judge is as true of the buyer of complete bicycles as of the buyer of material for bicycles. It always seems to me a most unnecessary and easily avoidable difficulty. There is unquestionably ample means for the production for all the bicycles or bicycle material this country can need, but these facilities cannot work to the best purpose if called upon to do in a few months what should be spread over twelve. Perhaps no buyer is able in the early summer to say what he will need during the coming year, but he certainly can specify a certain proportion. This enables the manufacturer to run his plant, perhaps not full, but at least to the extent that his factory organization is not broken up and demoralized, and to make some deliveries that will relieve the distressing and unprofitable pressure of the fall and early winter months that has been the rule heretofore. In the early days of the industry when models were being changed each season there

may have been good reasons for the delay until the last moment of specific orders, but this is not true now, nor has it been true during the past five years.

And this brings me to the last shoal to which I shall call your attention—the rapid introduction of new and untried models. Novel features may with great ultimate benefit to the trade be introduced and tried out by some individual concern, but the whole

industry should not be slipped from its moorings by radical and questionable changes. I know the accepted theory is that the public must be tickled and coaxed by startling features, but that argument ought not to have any force with men who have already followed that will-o'-the-wisp to their own dear cost.

I would like to say in conclusion that I think the prospects of the cycle industry were never as bright

as to-day. The wreckage of the past disaster is all cleared away; the ship is trim; the sky is clear and the wind favorable. If we can carefully avoid these rocks to which I have referred, we ought to count confidently on a long and prosperous voyage. If, on the other hand, we refuse to acknowledge the existence of these dangers, we are sure to run upon them. We shall then have a collapse, equal if not greater than that of six years ago.

Follies and Fancies to be Overcome

By P. R. ROBINSON, New York Sporting Goods Co.

When I was invited to address this meeting I was given a very vague idea of what I was to talk about. The only restriction that was put upon me was that I was not to talk about the "palmy days" of the bicycle trade. Now that was a pretty safe thing to tell me, because I didn't know a crank hanger from a puncture proof tire until 1906, so I am a comparative youngster in the game. The idea was, I think, a good one, however, and the sooner we forget the "good old days gone by" and think of the business from the present and future outlook in place of the past, the more money we will make.

I don't believe it is worth while to enlarge upon what you all know—that this season has been a most prosperous one for the bicycle trade in spite of the worst weather that we have had since we were born. In fact, I don't know what we would have done if business had been any better, for it seems to have been the experience of most manufacturers and practically all jobbers, that the trouble has been to get goods rather than to get orders.

Passing quickly over the good things in our business, I will come to some of the abuses or shortcomings which appear to me worthy of our attention; besides it is much easier to find fault than it is to praise.

I think we are all a little too conservative, or shall I say we haven't sufficient faith in our business. It seems a habit of the public to decry the bicycle business and we are not outspoken enough in boosting our own game, nor do we spend enough in printers' ink. I don't mean by that that we are to emulate the example of some members of the automobile trade, who are spending their advertising money regardless of what they get for it. This reminds me of what David Harum said: "If you've got \$10, put it on to you or into you. We are here to-day and gone to-morrow, and there ain't no pocket in a shroud."

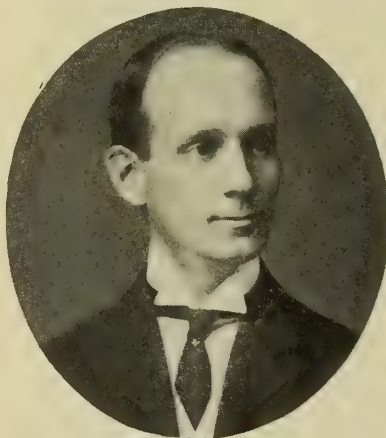
Jobbers should encourage their dealers to speak optimistically of the bicycle, to advertise the advantage from the standpoint of health, convenience, and low cost for value received.

The advertisements of manufacturers of bicycles with the exception of one or possibly two, are never seen in the magazines now-a-days, and one company which owns many well known brands seems content to sell their goods on past reputation in place of calling the attention of the present generation to the advantages of their bicycles and wheeling in general.

There is the coaster brake manufacturer, too, who hasn't done his share. It is true that he occasionally gets up a nice half tone and uses large enough type

to fill a page in a trade magazine, but he doesn't tell the public the advantages of his device—he doesn't really advertise.

I will admit I am a crank on the subject of pub-



P. R. ROBINSON,

licity, but I will try to find fault for some other shortcomings.

The old question as to "who is a jobber?" is ever present, and I don't think some manufacturers have been quite as conscientious as they might have been in deciding this point. I realize that quantity and prompt payments are big factors in determining price, and I have no panacea for this evil.

We hear a good deal about the catalogue house being an injury to the business, but there is a class of jobbers that are more to be dreaded than the mail order houses. I refer to those who continually damn the business by advertising fake bankrupt stocks, and leave the impression on the public that the bicycle trade is in a deplorable condition. If I was a manufacturer, I would decline to sell this class of trade.

The manufacturer's agent should come in for a little rappings also. Some of them early in the season are very faithful to the jobber; that's when the dealer isn't buying, because the trade hasn't opened. After the jobber is loaded up and commissions are coming in slowly he knifes the wholesaler by selling the better class of dealers and leaves the little man and poor credit fellow for the jobber's kind consideration.

Some of these remarks might apply to the manufacturers themselves. For instance, there is a prominent rubber goods manufacturer who, while pretending to have a jobber's price, gives the same quotation to any dealer who places a season order for say 100 pairs of tires. In this way he gets the right price if he only used a single pair. Is this fair to the jobber? To show you how this policy works to the disadvantage of the manufacturer, I believe this same maker's business would be five times as big as it is to-day if he did not have practically the entire jobbing trade ignoring his line or handling it in a lukewarm way. There is no question but that the jobber with his means of distribution is of use to the manufacturer, and don't let us flatter ourselves, fellow jobbers, that we would receive any consideration if we weren't.

Now, Brother Jobbers, it is our turn. We have a trouble all our own that we can't blame any one else for. I refer to cutting prices. I believe I see signs of improvement in this direction and that we are beginning to realize that we are better off by passing up business that does not show a reasonable profit. I believe also that the dealer cares less nowadays whether he pays 98 cents or \$1.00 for an article provided he can get it promptly.

Another evil is, that in our eagerness to increase sales, we don't look into the matter of credits as we should. Let us remember that we are not running banks or charitable organizations, and that the goods had better stay on the shelves if there isn't a reasonable chance of getting payment when due.

There is just one more evil I want to mention—I refer to the matter of trusts which are receiving so much attention now-a-days in practically every line of business. I regret that even in our limited field the octopus is beginning to show his head, and I believe it is to the interest of every merchant to encourage the independent manufacturer. I admit that some advance in price is justified, but have you noticed that the component parts of bicycles that cost from a third to double as much as formerly are controlled by a single maker or a combination?

For the continued health of our business, let us have old fashioned competition. Combinations are against public interests, are against the laws of the United States, and let us hope they will not strengthen their grip on the bicycle trade.

In conclusion I want to say that when I was addressed by the committee had selected me to address you, I thought they had made a mistake. Now I suppose you all agree with me. At any rate, I thank you very much for your attention.

The New Opportunity and Its Demands

By E. S. FRETZ, Light Mfg. & Foundry Co.

We are meeting this year in convention reviewing the past and foreshadowing the future of an industry which may have had its start as a fad and fancy, but through the vicissitudes of years has become an actual necessity. Commercialism is the keynote of the twentieth century, and every civilized country is in the race for supremacy. The bicycle is a part of this commercialism, having its beginning with the advent of the safety in the year about 1890, when there were possibly twenty-seven makers all told, doing an aggregate business of approximately \$2,000,000. From this time on the industry grew rapidly each year for the first decade, reaching its zenith in about 1900, with 312 factories, employing nearly 220,000 wage and salary earners in the department of production alone, and producing the phenomenal total of

about one million bicycles per annum, valued at about \$32,000,000. About this time the fad began to wane; women stopped riding, inventions having nearly reached their limit, which tempted the youth to buy the latest new pattern, thus causing the business to drop off abruptly and causing many failures and forcing others to seek other fields from which to draw to utilize their equipments to avoid disaster.

Finally, however, the business has settled upon a firm and more limited basis of practical service and every day pleasure. Out of the dark period, running from 1900 to 1905, when the pessimist said the bottom had dropped out of the business, there arose a new condition in the minds of those who hung on, again realizing that the bicycle, with its motor part—the motor cycle—was a practical commodity, and

that new life injected into the industry would rekindle the fire of ambition in the youths and old age of our country to take once more and for all time to the sport of riding a bicycle or a motor cycle.

Now that the industry has assumed a more favorable situation, it is up to the manufacturer to conserve its best interests by pursuing a progressive policy in the manufacturing and advertising and a conservative policy in holding to the supply and demand that overproduction can be controlled. Overproduction, which naturally forces price cutting, is the death knell of any industry.

Manufacturing.—Design must be practical to service rather than ornamental; if possible, combine both.

Select good materials, though it be at a sacri-

rice of a little profit (one satisfied customer is worth one hundred dissatisfied customers). Finish is an important factor. The first impression, in most cases, is lasting, and if the finish is attractive and the salesman can assure the purchaser that the material and workmanship is equal to the finish, the sale is assured.

Publicity.—The future of the bicycle will depend largely on the co-operation of those interested and the publicity the industry will get. The manufacturer must give more attention to the publicity of the bicycle and motor cycle than they have in the past. Many valuable features have missed the newspapers simply because we have not endeavored to place the matter before them. Through our joint publicity department, it seems as if each maker has let the opportunity go by, and such feats as their respective machines have performed have come to the attention of the public through slower channels, and passed only locally along. The growth of the automobile industry had been very slow until that time when enough launched in the business to bring on first, competition in sports, which lead to business competition. Had these makers endeavored to create a demand through quiet channels, its advancement would have been retarded to that extent that there would be few at it to-day.

We must combine our efforts on the publicity of the bicycle, as well as each individual maker conducting a vigorous campaign.

The mixing of the sports of bicycling and motor cycling on the track and road and these events followed up in the proper manner by our own joint bureau of publicity, so that the news will reach over the entire country. For instance, the cycle track in Salt Lake City each week has many thrilling races, the talent is the best in the world, yet the results appear only in the local papers of that city, and possibly one or two trade papers. Here is good, clean

sporting news that would interest thousands, yet the papers do not send it over their wires; but let a prizefight take place, and the papers are full of it. Do prizefighters advertise in newspapers? No. Do cycle dealers? Yes. Then why not call the attention of the newspapers of the country to the fact that we are still in existence in the field of sports. Your Bureau of Publicity has managed to get more reading matter into the papers of the country during



E. S. FRETZ,

the past year than has been the case in previous years. But to make them sit up and take notice, and to get the public to talk, we must see that the sporting news is flashed over the wires to all cities and published the same day.

Less than a fortnight ago the F. A. M. had their national endurance run and national meet. Sixty riders started out to finish themselves, to show the supremacy of their mounts. Makers involved heavy expenses to show the public that their machines are built for all purposes

and roads, yet what have they got out of it up to date, save that which they afterwards buy in the trade papers? The opportunity of publicity without price was permitted to go by. Stories of individual riders and their pictures published before the events; pictures of riders during the run and stories could have been worked up for the papers in many sections. These riders could have been followed each hour of the run, yet there was not a publicity man or newspaper reporter there to work the matter up as it should be.

The intention of this run was for publicity, yet how many of us here even know anything regarding the results of that run or the race meet at Providence, R. I.? The same can be said of many cycle events that have taken place.

We now have a rising generation before us who are ready for the bicycle.

Sports.—The sports in bicycling have been sadly neglected during the past few years simply because there was nothing to attract the riders. It is highly important that we do something to build it up for the rising generation, who have now among the public schools and Y. M. C. A.'s of our country an association for amateur sports. They run, jump, swim, leap, throw the hammer, etc., but no bicycle events. Why? Think it over and answer the question for yourselves.

The Bureau of Publicity should set to work at once to establish a department whose duty it would be to keep the bicycle prominently identified with the various associations in their sports, and supply the local newspapers with crisp reading matter on all bicycle events. The Bureau of Publicity has done well since established, but it cannot carry into effect these broader principles of publicity unless we, as manufacturers, parts makers, jobbers and dealers, contribute liberally to the fund for this purpose. United we stand, divided we fall.

How to Regain Foreign Export Business

By E. L. ROSENFELD, Guiterman, Rosenfeld & Co.

For the past six or seven years, while the total exports of American manufactured goods has been increasing steadily and rapidly, the exports of bicycles, bicycle parts and accessories have been constantly on the decline, and when we compare the figures of our recent exports of such goods with those of our greatest competitors, Great Britain and Germany, during the same period, our showing is very feeble indeed.

Among the most important factors we have to reckon with is the competition of the English and German manufacturers. In both these countries the bicycle and accessory manufacturing is carried on on a much greater scale than is the case with us, and, as a rule, the manufacturers there are in a most prosperous condition. Though the domestic consumption of those countries may possibly not be so large as it once was, the factories are now, in many cases, turning out more goods than ever before, owing to the enormous export trade that has been worked up, and a great many of the factories depend, to a very large extent, for their prosperity upon that trade.

Years ago we could show Europe how to manufacture bicycles and accessories; now they are beating us at our own game, for they have adopted our processes, and in some instances our designs, and improved and modified them where necessary in order to meet the special requirements of their trade. When we were ahead of Europe in construction we were also cheaper in price. Now, with a few exceptions, it is just the other way about.

In England and Germany during the past years there has been the keenest kind of competition, and until the recent general advance in raw materials, prices, with, possibly, the exception of a few well known makes of finished bicycles, have been constantly on the decline. But this keen competition has not by any means

been confined to prices. There has been a constant striving toward improvement and the bringing out of new articles and attractive designs, and great advances have been made in that direction. Money has been expended freely for foreign advertising, and the results have justified the expenditures. In fact, judging from the general condition of the trade, the whole policy seems to have been justified.

You know better than I do what is the trend of the trade here, but it seems to me that for the past few years there has been, with a few exceptions, a deplorable lack of that striving toward improvement, that effort to give the consumer something new, something to attract attention and create or renew interest, which is so necessary in order to stimulate business, whatever the business may be and wherever it may be sought. That almost stagnant condition of the American bicycle trade, in my opinion, has contributed much more than anything else to the decreased interest of foreign merchants and consumers in our goods, and the consequent falling off in almost all foreign countries of our trade during the past few years. For, unfortunately, that condition has been in continued contrast with the progressiveness of the European manufacturers.

You may be thinking that I am laying undue stress on the competition and activity of the English and German manufacturers, particularly outside of their home countries. What about the rest of the world?

Outside of Great Britain and Continental Europe the only foreign markets of importance, as far as cycles, cycle parts and accessories are concerned, are Japan, British Australasia, Mexico and Canada. The rest of the world at present takes less than 15 per cent of our exports of those goods. The territory over which that small proportion is spread is so vast and is made up of so many different countries, that

we can hardly consider those markets in detail in this discussion. If we secure a larger share of trade in the really important markets, we will find ourselves selling more and more goods in the smaller ones; the reverse is also true.

In Mexico, a comparatively small market, our trade has in recent years been showing a steady increase. In Canada, a more important market, quite the reverse is the case. I do not feel competent to speak as to the causes which are responsible for this falling off, as my firm is not operating in Canada. But we are operating in Japan and British Australasia. In those territories, both of which are much larger consumers than Canada or Mexico, and in neither of which is the popularity of cycling on the decrease, the importation of our goods is sadly on the decline.

Our largest year with Japan was that ending June 30, 1903, when we shipped \$447,000. For the eleven months ending last May, our exports to that country amounted to \$130,000. The high water mark of our trade with British Australasia was reached the year ending June 30, 1904, when the figures amounted to \$285,000. For the eleven months ending last May our shipments amounted to \$75,000. In Europe during the year ending June 30, 1902, we did \$1,555,000. During the eleven months ending May last, \$610,000.

I have gone into these figures because I thought they might interest you, and also because I wanted to show by actual facts that the falling off of our trade in the distant large markets of Japan and British Australasia is, to all intents and purposes, parallel to the falling off of our trade in Europe. The reason it is parallel is because Japan and British Australasia have imported more and more European goods each year, and less and less American, and for no other reason. That is why I attach so much importance to the competition and activity of our English and German friends, and

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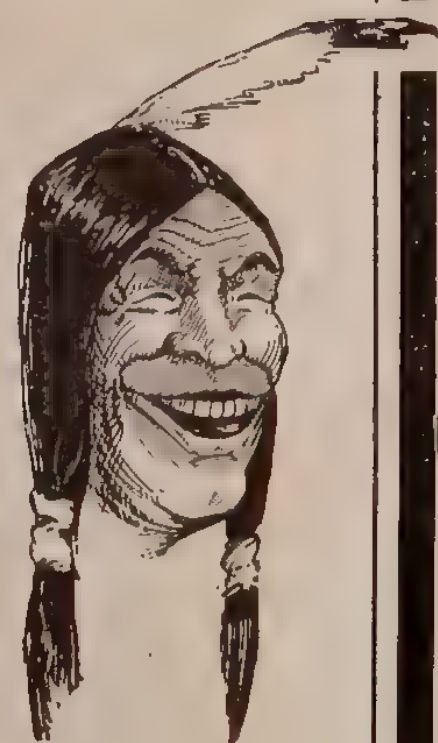
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I think you will now agree that I am right in doing so.

There are other reasons which account for the present condition of our export trade. Let me quote from the U. S. Daily Consular Report of June 22, last:

"Consul Frank D. Hill furnishes the following practical pointers from Amsterdam on the automobile, bicycle and motor boat trade in Holland:

"The following statement was made to me by the president of the Netherlands Automobile Club, under whose auspices the largest and most successful exhibition ever held in the Netherlands has recently closed at Amsterdam. The whole question of American export trade with Amsterdam is contained in that letter as in a nutshell:

"The trade in American bicycles in 1906 was of very slight importance, due principally to the bad management of American makers, and also because American machines could not compete in price with the products of English and German factories. American cycles have been driven entirely out of the Dutch market. With the exception of a very small quantity of bicycles of a certain make, I do not know of any sales having been made. Manufacturers have not even sent new models to their old customers. The sale by letter or catalogue is productive of no result here. German and English makers send their representatives to the Netherlands, and profit greatly thereby. Very little attention is given in America to the models that suit the Dutch market. Some few years ago I estimate that 10,000 American cycles were sold here annually, but that figure has been reduced to perhaps a couple of hundred. The trade in automobiles is almost nil. American models are not suited for European markets, nor do they compete in price. Importers are overflowed with catalogues sent from American houses whose names are barely known here. Naturally, nobody will order a motor car from a catalogue, nor will they make payment according to the American terms on arrival against delivery of shipping documents."

How to increase sales to a satisfactory extent under the conditions I have roughly outlined is the problem, as I see it, that we have to solve. The task is not an easy one, but it is by no means impossible; the fact that some members of your association are enjoying a very large export trade in spite of the conditions I have outlined demonstrates the possibility.

In the days of our supremacy our goods almost sold themselves, for our prices were low and the wideawake foreign merchant, seeing a chance of a good profit, came to us and bought on our terms. Then it was principally a supplying proposition; now it is a hard, clean cut, selling proposition.

In order to secure a good export trade, we must: First, have suitable goods and suitable prices. Second, the right selling methods must be employed, and a large supply of persistence and patience must be infused into those methods, for an export trade cannot be built up in a few months' time. And third, the business when secured must be properly cared for. All of these subjects are extremely broad, and time will only permit me to go over them briefly.

Suitable Goods and Suitable Prices.—The simplest way of getting at this part of the proposition is to divide the goods into two classes, one class being staple or strictly competitive goods, which by their nature do not particularly interest the actual rider; the other, novelties and patented articles, goods which are distinctly American, and in which the actual consumer is, or should be, interested.

In the first class, price is probably the most important factor, for, with few exceptions, there is not an article of this class made in America which, for all practical purposes, is not equally well made in England or Germany. For European trade we must always bear in mind that the customer, all things being equal, generally finds it more convenient to buy in

Europe, because he, as a rule, gets more favorable credit terms, and deliveries can be secured more promptly, and to counteract this condition we should offer every possible inducement. But there are some articles of this class in which we are doing business to-day and securing higher prices than the European suppliers. In such cases the American goods are superior in some important respect, and the manufacturers have taken particular pains to maintain that superiority and to properly care for the export trade.

In the second class, price does not play so important a role, but still it is a very important factor. It is necessary to bear in mind at all times that money is less plentiful in almost all of the foreign countries than in this country, and that an article which would retail readily at say \$5.00 here would meet with only a limited sale in foreign countries at the same price. Some articles which sell freely in this country are not at all suitable for foreign trade; others are suitable for certain foreign markets and unsuitable for others (By suitable I do not mean saleable, for a suitable article is often unsaleable until the sale is created.) Some goods which have been on the American market for a long time and which have outlived their popularity here, are still selling freely abroad, and will, if properly cared for, remain saleable for a number of years.

A thorough knowledge of these conditions is dearly paid for, and is part of the capital of such of our exporting manufacturers who have given the necessary study to the proposition and of the New York exporter, who interests himself in this trade.

Now, as to selling methods: No one method can be recommended as the best for all classes of goods for all foreign markets, but some definite policy carried out consistently, even though it is not the best, is a great deal better than none at all.

There are two general methods of marketing goods in foreign countries. First, by sales made by the manufacturers direct to the foreign purchaser. Second, by sales made through New York exporters.

And each of these general methods can be carried on in a number of different ways, some good and some bad. I will first take up the direct sales method. A number of good plans could be suggested which are working successfully in connection with some of our more important manufactured articles of export, such as sewing machines, typewriters, cash registers, etc., but all such plans involve the incurring by the manufacturer of a large fixed expense. We will pass those over, for when the volume of trade at present in sight for cycles and cycle accessories is compared with the probable expense, and the ever present chance of actual results falling below expectations is also considered, all such plans fall to the ground.

One of the direct methods we then have left is doing business through foreign connections established by correspondence. This plan is, as a rule, unsatisfactory, one reason being because the manufacturer can have but a very limited knowledge of the markets; most of this knowledge being based upon such information as the foreign correspondent or customer deems it in his particular interest to impart, and consequently the manufacturer, being kept more or less in the dark, cannot work to the best advantage.

Doing a domestic business by correspondence and doing an export business through connections established by correspondence are two different propositions. In the first instance, the manufacturer has, or should have, an accurate knowledge of the requirements of his native market, and he is acting on that knowledge. He is doing business with people speaking his own language and who have the same general characteristics, in business and out of it, that he has. In the other instance, his knowledge of the market is limited; he is doing business with people who have tastes and customs un-

known or but little known to him, and in many cases who are unfamiliar with the English language, and besides, it always takes a long time, and is often difficult to establish by correspondence, that mutual confidence so necessary in order to develop close business relations and build up a valuable trade.

The report I have just read from our consul in regard to the general methods employed by American manufacturers in their attempts to secure business abroad solely by the use of the mail bears out fully what I have just said. Some good business has been built up in that fashion, but that only proves that better business would have been developed by better methods.

Another plan is to do business through local agents established at different foreign cities; after the manufacturer or his personal representative has looked over the market, made a thorough study of it, and carefully selected the men or firms who are to act as his local agents. This plan is a good one, and has been followed successfully in some instances where the manufacturers have been fortunate enough to secure the right representative, but unless the manufacturer himself will look over the field at least once a year or send an experienced representative to do so this plan cannot be relied upon for permanent success.

Suppose an American manufacturer making a saleable line of goods on which there was considerable competition makes a trip throughout this country, establishes good connections in all important commercial centres, and in after years sits at home and solicits business by correspondence while his competitors have capable representatives travelling and hustling for business and coming in personal contact with the trade, getting information at first hand regarding the market requirements what would become of the business of that manufacturer? The very existence of your association shows that the sit-at-home policy does not work here; it does not work and it cannot work a bit better abroad. The cases are analogous. The representatives of English and German factories are on the ground all the time. Your own agent begins to lose interest in your line when he finds your competitors showing more interest in the market than you do, and he begins to look about for the representation of a manufacturer who will give him better support and enable him to do a larger turnover.

I know of a number of cases where the agent has, unknown to the manufacturer, who stayed comfortably at home, accepted the representation of a competing line, and our American manufacturer begins to wonder why his business is falling off so fast.

These two plans, with minor variations, are the direct methods of doing business worthy of consideration in the present state of our cycle trade.

As to the other general method, that of doing business through the New York exporter: In order to decide whether it is advisable to do business in that way, and how best to do it if the decision is favorable, it is necessary to understand how the export trade is carried on in and from New York.

Generally speaking, the New York exporter does his business in one of two ways: Either he represents his foreign customer in this market, buying at the lowest obtainable prices and shipping and paying for such goods as his customer may order, in which case he is paid a commission by the customer, or else he represents the manufacturer as the manufacturer's exclusive foreign sales agent, and as such conducts the business through his own branch offices and representatives, who obtain orders to be supplied from stock held abroad or to be forwarded to New York for execution. In the first case, the New York exporter's interest lies in doing the largest possible turnover, irrespective of what goods he buys. In the latter case, his interest lies in selling the largest possible volume of the particular goods made by the manufacturer for whom he is acting as sales

agent. In compensation for his services as such, he is paid a commission by the manufacturer, or else he buys the goods from the manufacturer at prices agreed upon, sells them at an advance, and retains the difference. As a rule the exporter who does business in that way carries the credit risk as well as part or all of the selling expense, and to market the goods to the best advantage it is necessary to maintain expensive selling organizations abroad. In the present state of the trade any exporter who is working in the interest of American cycles and accessories is deserving of all the support and co-operation the manufacturer can give him because of the odds he has to contend with, which I have already referred to.

Unless the goods are so much in demand that they sell themselves, or unless the manufacturer himself is prepared to do the things necessary at his own expense to create and maintain a foreign demand for his goods, it can hardly be expected that the exporter doing business in the manner first described—that is, shipping any and all kinds of goods for which he may receive orders from his customers abroad against a commission paid him by his customer—will interest himself in a systematic and effective manner in the sale of any particular manufacturer's goods. On the other hand, the exporter who represents the manufacturer as sales agent depends for his livelihood upon the orders obtained for his particular lines, and the greatest motive of all, the exporter's own self-interest, is working for the manufacturer all the time. The exporter in that case is really the manufacturer's own export department. He is the manufacturer's own salesman, the representative on the spot for the manufacturer, the means of keeping the manufacturer in close touch with the market conditions so necessary for intelligent effort on the part of the manufacturer for developing his foreign trade.

Our firm is one of these working in that manner, and it goes without saying that I believe in the methods just described. Some of the members of your association whom we have the honor of representing can testify as to their effectiveness, for in a number of instances we are, in spite of the unfavorable conditions now prevailing, showing an increased business each year.

Just a few words more as to the New York exporter. Even when he does not do the actual work of securing the order, he is a very useful means of facilitating and financing the business. When our cycle goods were in great demand the foreign purchaser was willing to pay cash in New York; now it is different, and if the foreign purchaser were not able to buy on more liberal terms the foreign trade would be curtailed to an enormous extent. The exporter of good standing usually pays cash for his purchases; this suits the manufacturer. He is familiar with the trade customs of the country of his customer, has means of gathering accurate credit information, has foreign banking facilities, and, as a rule, is in position to sell on terms more favorable to the customer than the manufacturer would be justified in considering, and this suits the customer. Besides, he is generally in position to secure the lowest freight rates, and carries the burden of the detail of shipping, collecting, etc., all of which is a convenience to the manufacturer. As a giver of credit, a traveller and collector of information in regard to market conditions, he has been, and is to-day, an enormous factor in the building up of the American export trade, and it is in the interest of American manufacturers who do business abroad that he be encouraged and protected.

This seems to me an appropriate time to say a word in regard to quotations which manufacturers give on export inquiries. When the manufacturer has an export selling agent this matter should be left entirely to him. When the manufacturer is working direct he should know the trade position of the inquirer before issuing quotations.

It has been our experience that a great many

manufacturers who are not well informed on export conditions quote their lowest export prices in reply to all foreign inquiries, not taking the trouble to ascertain whether or not the party is entitled to such prices. Very often the party inquiring is a small merchant whose financial position and volume of business do not justify direct relations with America, and who is already buying the goods from a local wholesale merchant who supplies the goods from his stock. The inquirer in that case is simply looking for information which will put him in position to demand lower prices from his supplier. Quoting unintelligently on such inquiries usually acts as a boomerang. It is necessary, so as to avoid undesirable results, for the manufacturer to use the same intelligence and discrimination when quoting on an export inquiry as when quoting on a domestic inquiry.

Foreign advertising is a subject which properly comes under the head of the selling methods. The matter of advertising is just as important in order to sell goods abroad as it is here. This is particularly so in European countries, and every argument in favor of the desirability of domestic advertising applies with equal force to foreign advertising. The American trade papers which have a foreign circulation are a very useful means of stimulating inquiries, and as a consequence of those inquiries securing export connections and the initial order. But after such connections have been established and the manufacturer has confidence in them and in the market, and the goods are in the market ready for local distribution, then the local demand should be stimulated by local advertising carried on in the native language and through native advertising mediums, or in some other manner which is effective in the particular market, so as to bring the goods in question to the attention of the actual consumer in the most attractive manner. In general, advertising rates are considerably lower abroad than they are here.

As to caring for and maintaining export trade when secured. The history of our export trade in cycles and cycle accessories shows clearly that the methods employed in the past by most of our manufacturers will not answer.

Careful attention should be given to the matter of prompt deliveries. The manufacturer should bear in mind that, with all the good will in the world, a customer becomes discouraged and loses interest in the line if deliveries are delayed and business curtailed thereby. From our own experience I know of thousands upon thousands of dollars of business having gone to our German and English competitors just because they could make more prompt deliveries. Every exporter doing a volume of business has had the same experience. It is infinitely more difficult to regain business once lost than to hold that which one has. The foreign buyer dislikes to change his source of supply, but once he has changed and is obtaining satisfactory service, to induce him to change back again is always a difficult and sometimes an impossible task.

It is most important at all times to maintain the proper standard of quality and to give the customer just what he expects and is entitled to receive. Unauthorized changes of any nature, even though made by the manufacturer in what he considers to be the interest of the customer, often lead to serious trouble and loss, and they should consequently be avoided. In markets where a sale has been established in certain brands and qualities it is extremely risky to permit "seconds" to reach that market, even though they are sold as such to the customer. Very often they reach the hands of unscrupulous dealers, who sell them at cut prices as regular goods, the foreign consumer often having no knowledge of our language and not being able to understand our labels or markings, even if the manufacturer has taken pains to mark the labels or goods as "seconds."

When mistakes of any nature do occur, and they should be very carefully guarded against, it is important to settle them as quickly as pos-

sible. The greater the distance of your customer the more injury is likely to be done to your trade and to your customers' trade, and the more difficult and expensive it is to correct them. Though mistakes can generally be adjusted, they more often than not ruin a whole season's trade.

When you come to consider this subject of export, if you do consider it seriously, as I hope every one of you will, it is possible that, among others, these two questions will cross your mind in regard to fundamental conditions: Firstly, is it possible for us to increase our export business in spite of the cheaper labor conditions abroad? Secondly, can we overcome the handicap of our distance from the markets we want to reach? My answer is most emphatically "Yes."

American labor, though the highest paid, is the most productive.

Our exports of cycle and cycle accessories have been falling off recently, but, on the other hand, during the same period our exports of metals and metal manufactures in general have been increasing each year. This fact is shown by our government statistics. For the year ending June 30, 1906, our exports of iron and steel and manufactures thereof reached the enormous sum of \$161,000,000.

In view of our steadily increasing exports in metal manufactures generally, it seems to me absolutely self-evident that the falling off in the cycle export trade is entirely due to conditions peculiar to that particular trade which are, or should be, within our control, and that the falling off is not due to any fundamental or uncontrollable manufacturing conditions existing throughout this country.

Of course, if fundamental conditions should change, so that labor and material become cheaper, it will make the problem of increasing the export trade just so much easier to solve.

A recent incident which occurred in connection with our business in a certain part of Europe will, I think, interest you and emphasize some of the points I have attempted to make clear. For obvious reasons I will omit all names.

The sale of a certain line of goods we are handling had, in spite of our efforts, been falling off in certain markets to a very considerable extent. In previous years the sale of this line had been very large. It seemed to us desirable to take this matter up by personal correspondence with one of our more important customers, though the territory is under control of one of our foreign offices. The company to whom we wrote is very large and powerful, probably the largest of its kind in this particular country; formerly they were not so large, and it is the general impression of the trade that their great success with American goods years ago contributed to a considerable extent to their attaining their present prominent position. We received a reply last month signed by the head of the firm. I mention all this so that you can see our correspondents are really interested in the sale of the goods, and that the letter from which I shall quote is authoritative.

After acknowledging our letter, they say:

"The line has already been fully exploited in our markets. . . . Some years past we did a very interesting business which, however, became smaller and smaller for various reasons."

In the meantime, their business was becoming larger and larger. They then go on and give the reasons:

"First and above all," they say, the manufacturers would never add anything new to the line, never give them anything new with which to attract and keep their trade interested. In the mean time, competing European manufacturers were adding to the attractive features to their lines. The second reason is a criticism of selling methods, which, in fairness to ourselves, I ought to say we did not have control over until the harm had been done. The letter concludes as follows:

"From your letter we cannot learn whether

they (meaning the manufacturers) are always continuing to make only their former models, and if that is so we cannot give this matter any further consideration, for it would be quite useless to recommence; but should there exist some new models, we shall be glad to examine the matter, and you will oblige us by sending drawings and quoting as keen as possible."

And the saddest part of it all is that we've nothing to offer but the same old chestnuts.

When we give due consideration to the customs and tastes of the various foreign markets; when we study the competitive conditions existing there and give such conditions intelligent recognition; when we are progressive and aggressive and bring new articles to the attention of trade from time to time, when we select the proper selling methods and follow the same consistently and give the business when obtained the proper care and attention, then we shall find that we are making rapid strides toward regaining that fair share of the world's trade in bicycles, bicycle parts and accessories which the resources of our country and the ability and energy of our people entitle us to.

Those in attendance at the Atlantic City meeting were as follows:

Arnold Schwinn & Co.—I. Schwinn, C. K. Anderson, Mrs. C. K. Anderson. Ajax-Grieb Rubber Co.—Horace De Lissier, R. S. Ireland, H. M. De Silva. Alexander Elyea Co.—W. D. Alexander.

Bicycling World and Motorcycle Review—Joseph Goodman, Miss Gladys S. Goodman, Miss E. B. Stern, F. W. Roche, R. G. Betts, F. L. Valiant. Badger Bros Mfg. Co.—L. J. Keck. Boston Cycle & Sundry Co.—Chas. F. Corey. Brandenburg Bros. & Co.—J. I. Brandenburg. Bevin Bros. Co.—H. S. Purple.

Chicago Handle Bar Co.—F. L. Watters. Corbin Screw Corporation—W. J. Surre, Mrs. W. J. Surre, C. W. Griswold, Mrs. C. W. Griswold, Wm. Bishop, Mrs. Wm. Bishop, E. C. Bowman, J. D. Brainerd, Mrs. J. D. Brainerd, J. B. Morgan, Fred Dormstadt, Coggins & Owens—Wm. A. Owens. Continental Rubber Works—T. R. Palmer, Charles F. U. Kelly, D. B. Nally. Consolidated Mfg. Co.—W. F. McGuire, A. B. Coffman, F. C. Cornish. Cycle & Auto Trade Journal—Geo. H. Buzby, C. A. Musselman, Jas. Artman. The Crosby Co.—William H. Crosby.

Diamond Rubber Co.—G. J. Bradley, B. W. Snowman, Theo. Weigele. Diamond Chain & Mfg. Co.—L. M. Wainwright, W. P. Culver, D. J. Roby.

Eclipse Machine Co.—Ralph D. Webster, Mrs. Ralph D. Webster, F. N. Biddle, L. S. Whittier. Emblem Mfg. Co.—W. G. Schack, Mrs. W. G. Schack. Excelsior Supply Co.—Frederick C. Robie.

Forsyth Mfg. Co.—B. X. Shields, J. H. Price. Keyser Fry—Keyser Fry, Mrs. Fry. Fisk Rubber Co.—H. T. Dunn, E. H. Brodwell, W. R. Brown. French (Howard A.) Co.—Howard A. French. Frasse (P. A.) Co.—N. E. Brion.

Great Western Mfg. Co.—C. W. Lonn. George H. Greiss—George H. Greiss. J. W. Grady & Co.—J. W. Grady. Goodyear Tire & Rubber Co. (The)—S. A. Falor, L. J. Mueller. Wm. H. Grover—C. R. Pantelle. Gibney & Bro.—Jno. L. Gibney, Jas. L. Gibney. Goodrich, B. F.—J. W. Lyman, Mrs. J. W. Lyman. G & J Tire Company—G. H. Hamilton.

Hudson Mfg. Co.—James W. Ash, Mrs. James W. Ash, A. V. Riddle. Hartford Rubber Works (The)—H. E. Field, Mrs. H. E. Field, M. C. Stokes, Mrs. M. C. Stokes, F. Kesser. Hydraulic Pressed Steel Co.—James H. Foster. D. P. Harris—D. P. Harris. Charles E. Hall Co.—Charles E. Hall. H. T. Hearsey Vehicle Co.—Fred I. Willis, Mrs. Fred I. Willis, Miss Irene Evans. Haverford Cycle Co.—Max M. Sladkin, W. H. Cross. Hartford Suspension Co.—C. H. Western.

Iver Johnson Arms & Cycle Works—F. I. Johnson, Mrs. F. I. Johnson, W. A. Withers.

Judd & Lealand Mfg. Co.—Z. H. Haney. Joint Bureau of Publicity—W. H. Porter, Mrs. W. H. Porter.

Clarence S. Kessler & Bro.—C. S. Kessler, Mrs. C. S. Kessler, Miss Kessler. Kokomo Rubber Co.—D. L. Spraker. Henry Keidel & Co.—William Holland.

John R. Keim Mills—John R. Lee, Mrs. John R. Lee. J. S. Leng's Son & Co.—Thos. G. Voorhis, Mrs. Thos. G. Voorhis, E. H. Leng, C. W. Leng, Mrs. C. W. Leng. Light Mfg. & Foundry Co.—E. S. Fretz, Geo. W. Sherman, W. R. Barnes.

Motorcycle Publishing Co.—Louis H. Cornish. Manhattan Storage Co.—Adolf Morris. Mrs. Morris, Miss Bessie Morris, Miss Rose Morris. Frank Mossberg Company—Frank Mossberg, Walter I. Tuttle, P. E. Judd. Morgan & Wright—M. E. Mason, Mr. Palmer. H. & F. Mesinger Mfg. Co.—H. Mesinger, Manufacturers' Supplies Co.—C. W. Odell, C. P. Sontgen. Merkel Motor Co.—J. R. Ball. Miami Cycle & Mfg. Co.—Axel Johnson, W. F. Bartlett, C. E. Melvin.

George W. Nock Company—Geo. W. Nock, Mrs. Geo. W. Nock. New York Cycle Co.—Chas. B. Ellis, Mrs. Chas. B. Ellis. New Departure Mfg. Co.—C. T. Treadway, Mrs. C. T. Treadway, De Witt Page, Mrs. De Witt Page, M. J. Horton, M. J. Dobler, M. R. McGuyer. New York Sporting Goods Co.—P. R. Robinson.

Onward Co.—Frank A. Stephani. Olmstead, H. R.—G. H. De Lany.

Persons Manufacturing Co.—C. A. Persons, Mrs. C. A. Persons, Alexander M. Persons, M. A. Bryte, Don E. Campbell, W. H. Hunt, Wm. McGrath. Pennsylvania Rubber Co.—A. G. Clark, Mrs. A. G. Clark, F. W. Walters, Mr. and Mrs. A. M. Joralemon, Wilmer Dunbar, Mrs. Wilmer Dunbar, J. E. Poorman, Jr.—J. E. Poorman, Jr. Pope Manufacturing Co.—A. L. Pope, C. E. Walker, S. A. Edgar, E. W. Mackenzie, J. F. Cox, J. B. Rowland. C. E. Peterlin—C. E. Peterlin.

Reading Standard Co.—W. F. Remppis, Mrs. W. F. Remppis, Harry Walburg, Mrs. Harry Walburg, Harry Walberg, Jr., N. E. Griffith. Geo. W. Robb—George W. Robb, Mrs. George W. Robb. Guiterman Rosenfeld & Co.—E. L. Rosenfeld.

Supple Hardware Co.—J. F. Beck, Jr., Mrs. J. F. Beck. Shelby Steel Tube Co.—H. S. White, Mrs. H. S. White, C. H. Wood, Mrs. C. H. Wood, H. A. Flag. Standard Roller Bearing Co.—Thomas J. Heller, Mrs. Thomas J. Heller. Standard Welding Co.—W. S. Gorton, Mrs. W. S. Gorton, L. D. Rockwell, Mr. and Mrs. W. H. Pirrong. W. P. Swartz—W. P. Swartz, Mrs. W. P. Swartz, J. Edgar Swartz, Frank C. Storck—Frank C. Storck, Mrs. Frank C. Storck, Master Storck. Stevens & Co.—Louis Schwab. Standard Company—David Smith. Sager Co. (J. H.)—C. J. Iven. Splittorf, C. F.—C. F. Splittorf.

Troxel Mfg. Co. (The)—D. S. Troxel, Mrs. D. S. Troxel, J. W. Brandt, Mrs. J. W. Brandt. Edw. K. Tryon Co.—Wm. V. Sauter, Mrs. Wm. V. Sauter. Tucker Wood Work Co.—J. B. Tucker.

Vim Cycle & Hardware Co.—John W. Henry, Mrs. Margery A. Henry, Miss Mary A. Henry, A. J. Danahy. Veeder Mfg. Co.—D. J. Post.

Worcester Pressed Steel Co.—E. V. Hill, F. C. Cutler. Whitney Manufacturing Co.—Clarence E. Whitney, Mrs. Clarence E. Whitney.

J. C. W. Parson, L. W. Hall, George South, Charles Van Doren, Mrs. F. R. Boyce, Atlantic City dealers.

Mr. W. H. Logue, Mrs. W. H. Logue, Baltimore, Md.

A. B. Phelan, W. F. McCarty, New York.

Draining Oil from Crank Case.

From the fact that the entire supply of oil in the crank case of the motor is not used up before a new supply must be put in, the novice is apt to fail to appreciate the need of complete purging of the case and renewal of the entire supply from time to time. This is absolutely necessary, however, as the residue left after a considerable amount of oil has been used, is largely devoid of its former lubricating properties, and contains a good proportion of half-burnt carbon and some water. Adding fresh oil to this mixture, merely dilutes it, as it were, and furnishes a deceptive result as to the quantity of real lubricant present.

In fact the effect is much the same as though a poor grade of lubricant were employed. Hence it is absolutely essential that the old oil be drawn off entirely at regular intervals and discarded, a new supply of fresh oil being put in its stead.

Cycle Trade in the Philippines.

Commercial reports to Washington showing the condition of trade in the Philippines during the calendar year 1906, reveal a rather discouraging situation in the matter of cycle imports, which not simply have fallen off to a great extent, thus reversing the trend of the previous year, but also exhibit a very material increase in the share of foreign makers in supplying the diminished requirement. In 1904 the imports reached a value of \$6,744, of which \$6,132 was received from the United States; in 1905 the import value was increased to \$8,549, of which the United States supplied \$7,945; but during the past year there has been a decrease to \$5,626, and the share of the United States has fallen to \$4,206. The increase in foreign imports thus amounts to \$816, as against an American depreciation of \$3,739.

Previous to last year the United Kingdom has held a small share of the trade, but there is no value to her credit last year. Germany shows an increase from \$40 to \$182, while France shows an increase from the \$343 demand in 1905 to that of \$660 last year. A most remarkable increase is that in the importations of cycles from Spain. In 1904 the value reported was only \$9, in 1905 only \$5, yet last year a value of \$538 is reported for that country. Italy, holding heretofore a small share of the trade, had dropped out entirely during 1906, and Hongkong brings up the list with a decrease of from \$117 to \$40.

Effect of Weather on "Mixtures."

It should be remembered than generally speaking the gas mixture requires more air on a dry hot day than on one which is cold or damp. This fact has direct bearing on the otherwise peculiar and frequent circumstance that a machine which has been running perfectly well on one day, sometimes refused duty when put into action twenty-four hours later, and when its adjustments have not been in the least disturbed. This peevish constitutionality of the motor is one of its greatest drawbacks as well as one of its most noticeable traits.

Fish Glue Instead of Gaskets.

Fish glue is recommended as a substitute for the usual copper and asbestos gaskets for sealing the pet cock, spark plug and valve openings in the engine cylinder. It is said to make a close and lasting joint, not readily affected by the heat of the motor, and sets so firmly that it is sometimes difficult to remove a part so set in.

"The A B C of Electricity." Price 50c. The Motor World Publishing Co., 154 Nassau Street, New York City.

F. A. M. IN ANNUAL SESSION

Officers Chosen and Amateur Rule is Rectified—Constitution and By-laws to be Revised—Douglas Declines to be Watched.

For the ensuing year, the men who will serve the Federation of American Motorcyclists in an official capacity will be as follows: President, R. G. Betts, New York; secretary, H. J. Wehman, New York; treasurer, George B. Gibson, Westboro, Mass.; vice-presidents; for Eastern district, W. A. Suddard, Providence, R. I.; for Southern district, Edward Y. White, San Antonio, Tex.; for Western district, Irving R. Hall, Oak Park, Ill.; for Pacific district, R. K. Holmes, Los Angeles, Cal.

They were chosen at the annual meeting



HEINRICH J. WEHMAN
Re-elected Secretary

of the organization at Providence, R. I., on Saturday last, 3d inst., which meeting marked the close of the national meet. Of the officials, Betts and Gibson are now serving their fifth terms, and Wehman his fourth. Hall was the only vice-president re-elected.

Originally the meeting had been slated to occur at 8 p. m., but immediately after the close of the races the evening previous the exodus began of those who had participated in the meet, and as it was quite evident that not much more than a bare quorum would be left if the original program was adhered to, the hour of the meeting was advanced to 10 a. m. Sixty-one members were present.

The reports of the officers disclosed a flourishing state of affairs. President Betts briefly sketched the legislative and other work of the year, and among other things recommended the appointment of a committee to revise the constitution and by-

laws. He stated that after four years experience he was convinced that while perfect in theory the present system of districts governed by vice-presidents with full appointive and other executive power had not worked to the best advantage. He thought that in view of the experience it were better that the appointive power be vested in the president.

In the proper order of business, Mr. Douglas (New York) moved the appointment of a committee of three, with the president as chairman, to undertake the revision, which motion was carried without dissent.

President Betts recommended also that an appropriation of at least \$150 be made



R. G. BETTS
Re-elected President

as a testimonial of appreciation of the long and painstaking services of Secretary Wehman, the volume of whose work is but little appreciated by the general membership. It had increased each year until some recognition of the sort had been richly earned. In due course, Mr. Toepel (N. Y.) moved that the sum of \$200 be appropriated for the purpose, and the motion went through with a whoop and amid applause which testified to the popularity and appreciation of the secretary.

The president having also suggested that some enduring souvenir testifying to the appreciation of such work as had been performed by Secretary Wehman and Chairman Douglas, and of others like them who may come after, would prove well worth while, Mr. Toepel moved that the sum of \$75 be appropriated for the purchase of "a reliable stop watch," as he described it, for Chairman Douglas. The motion provoked some little discussion, Mr. Dampman (N. Y.) and others arguing that such a course might prove in the nature of the establishment of a bad precedent. The motion was carried by a big majority, however, but immediately after its adoption the self-sacrificing Douglas arose and in a very few

words expressed his appreciation of the action of the meeting, but stated that he did not desire to be a party to a bad precedent and, therefore, he respectfully declined the proffered testimonial.

Treasurer Gibson's report, which had been audited and found correct by the Auditing committee, Messrs. Terwilliger (New York) and Shulters (Ohio), disclosed a balance in bank of \$1,402, of which \$771.40 stands to the credit of the four districts.

The Secretary's report showed a total membership of 1,116, representing 36 States, the District of Columbia and Canada. The Eastern district, of course, is by far numerically the strongest, having 792 members.

Chairman Douglas of the Competition committee rendered an interesting report. It proved that more than twice as many sanctions had been issued during the last twelve months as during the corresponding period of the previous F. A. M. year, while the registrations had increased fourfold.



GEORGE B. GIBSON
Re-elected Treasurer

The most important recommendation made by Mr. Douglas resulted in the F. A. M. finally righting itself and taking a consistent stand on the question of professionalism. At the annual meet of 1904, a majority of two was successful in having motorcycle amateurism dated from January 1st of the following year, when the F. A. M. assumed control of the sport. As a result, all those who were dyed-in-the-wool professionals in cycle racing and other sports have since been able to compete as amateur motorcyclists. But since the F. A. M. formed its alliances with the Amateur Athletic Union, the National Cycling Association and the American Automobile Association the inconsistency of this rule has been made apparent, one of these allies at least having informed the F. A. M. that it would be unable to recognize as amateurs certain of those who had competed as such under F. A. M. rules, while in each

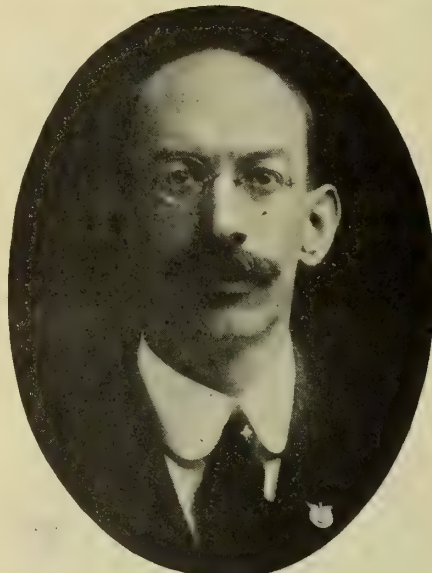
instance the allies' definition of an amateur places the former professionals outside the amateur pale. Chairman Douglas stated that while other changes had been made in the rules, owing to the fact that the one in question had been formulated because of the vote of an open meeting, his committee had not felt free to alter it; he nevertheless recommended the elimination of the date January 1, 1905, which would clarify the atmosphere and make professionals of all those who ever were professionals. Some little debate was provoked in which President Betts took part. He stated that as the man who had negotiated the alliances he was in a position to say that action of the sort recommended by Chairman Douglas was absolutely imperative, and he advised that it be taken at this time when it would affect but a few riders rather than at a later date when many professionals from other sports might enter motorcycling and thereby cause great and general embarrassment. Mr. Betts pointed out that the professionals who had raced as amateurs during the last three years under F. A. M. rules merely had enjoyed three years of amateurism which even in their wildest dreams they scarcely had dared hope for. These views prevailed and the motion was carried by an overwhelming majority. As a result, any man who is a professional in any other sport now is a professional under F. A. M. rules.

The communication from what the disgruntled manufacturer who "formed" it (merely by printing the title on a letter-head) styled the National Association of Motorcyclists requesting that the F. A. M. executive committee appoint a committee to consider the subject of amalgamation, was referred to the general meeting without recommendation, President Betts remarking that as the executive committee never had been able to see but one national organization, it might be possible that there was something wrong with their eyesight; they, therefore, preferred that the members themselves dispose of the matter. There was comparatively little discussion, the communication being tabled with but three dissenting voices.

Mr. Rose (N. Y.) moved that the committee in charge of the 1908 endurance contest be composed of members who had competed in the contest just concluded, but the motion was lost. The motion of Mr. Suddard (R. I.) that there be eliminated the rule heretofore applying to the endurance contests which restricts entrants to the use of machines equipped for pedal propulsion, was, however, adopted. Mr. Suddard stated that he himself had built a motorcycle without pedals and would have competed this year but for the existence of the rule which barred him. He was not convinced that the motorcycle of the future would be equipped with pedals.

Mr. Ovington (N. Y.) moved that in the 1908 endurance contest two classes be established, private owners and trade riders.

He said that he himself was a trade rider and could not therefore be charged with having a grievance of any sort. He thought the time had come when the private owner should be given more encouragement to participate in such contests, and a safe majority agreed with him, although Mr.



W. A. SUDDARD
Vice-President Eastern District

Swenson (R. I.) said, although in the trade he had competed in 1906 at his own expense and without even the knowledge of any manufacturer.

Mr. Ovington also arose to a point of information and asked what the matter of economy had to do with an endurance contest. He was referred to the objects of the contest as defined by the rules and subsided.



E. Y. WHITE
Vice-President Southern District

when Mr. Sporleder (Wis.) arose and remarked that he had come more than a thousand miles to compete and that due to the economy feature of the contest he was not returning empty-handed, and therefore pretty well satisfied with it.

Mr. Barrows (Mass.) brought up the case of Fred C. Hoyt, who had been transferred to the professional class early in the year. Hoyt himself was present and claimed that he had been given no chance to defend himself. When it was laughingly suggested that it may have been due to his having been "caught with the goods on," he still maintained that he should have been given a hearing. Hoyt said his professionalization had practically driven him out of motorcycling, as there have been no professional riders or professional racing. He was reminded that both probably would materialize in due season.

"And yet I am able to be a member of the F. A. M.!" exclaimed Hoyt.

"The F. A. M. exists for more than the control of racing," responded the chair, "and welcomes the decent professional as well as the decent amateur."

Hoyt, who was courteous throughout, was reminded also that the action of the meeting in striking from the rules January 1, 1905, as the date of the beginning of amateurism in motorcycling, had of itself served to return him to the professional ranks. He then desired to know what he must do to be recognized as an amateur by the F. A. M., and was informed that it would be necessary for him to make his peace with the N. C. A., which had originally professionalized him.

Mr. Dampman (N. Y.) remarked that that ought to be easy as he himself had raced in the long defunct cash prize league and then been "restored."

The whole affair was treated as a matter of privilege and conversation, no motion being before the house.

On motion of Mr. Rose (N. Y.) an appropriation was made for the purchase of a floral tribute for the late J. L. Pickering, of Providence, who had succumbed to injuries sustained during the first day's racing at the meet, and a committee of three was appointed to draft suitable resolutions.

A motion of thanks to the Providence Motorcycle Club was passed, some of its hospitality being in evidence in bottles and barrels in an adjoining room. A motion by Mr. Barrows that the minutes of the meeting be printed and sent to all members also was carried.

Secretary Wehman reported that in forwarding the name of R. K. Holmes as a nominee for the Pacific vice-presidency, the Los Angeles Motorcycle Club had expressed a desire to obtain the national meet. But President Betts let it be known that New York also would be in the field for the 1908 meet and laughingly added that as one the New Yorkers who already had the formation of The 1908 Meet Club in view, he hoped to be able to influence a majority of the votes of the executive committee in favor of New York. Then following his usual custom, he invited any member with a grievance or a "load on his mind" to relieve himself before the meeting adjourned. But none spoke up.

ECHOES OF THE F. A. M. MEET.

As a result of the F. A. M. National meet at Providence, R. I., August 1-3, Stanley T. Kellogg, of Springfield, Mass., now has a big lead in the season's competition for the Goodwin medal.

race and four thirds and has only 7 points, and although Bert T. Barrows, Springfield, Mass., earned a clean score of 1,000 points in the endurance contest, he is not a racing man and in the Goodwin competition has but 3 points.

The scoring is on the basis of 3, 2, and 1

F. A. M. sanction and in accordance with its rules and requirements.

Stanley T. Kellogg is prepared to testify that straddling a motor with auxiliary ports is not all it is cracked up to be. As the result of his use of the big exhaust-ported

THE TWO NATIONAL CHAMPIONS



GLEN H. CURTISS

WALTER GOERKE
Two MilesS. T. KELLOGG
One and Ten Miles

WILLIAM H WRAY

Until that occasion, Kellogg and G. H. Curtiss, of Hammondsport, N. Y., were tied with 9 points each, but as the former captured 5 firsts, including two national championships, 2 seconds and 1 third on the track, a first, a second and a third on the hill, a third in the straightaways, and three points in the endurance contest, his total score now is 39 points. To his previous score Curtiss added 16 points, made up of 2 firsts in the straightaways, 1 first and 1 second on the hill, and 1 first and 2 thirds on the track, making his standing 25 points. He did not compete in the endurance contest and so does not receive credit for 3 points, which according to the terms of the donor of the medal, E. W. Goodwin, of Brooklyn, N. Y., are credited to all survivors. W. H. Wray, Brooklyn, who previously had 5 points in the competition, won a first on the hill at Providence and a first and a third in the straightaways, and also survived the endurance contest, which gives him a score of 15 points and places him one point ahead of Peter H. Cox, of New Haven, Conn., who secured 1 first, 4 seconds and 2 thirds at Providence, and also completed the endurance contest. The other runners-up in the competition are A. D. Cook, Hammondsport, N. Y., and Walter Davidson, Milwaukee, Wis, 11 points each, and Charles Van Sickle, Hammond, Ind., 10 points. Walter Goerke, who became two mile champion at Providence, won but that

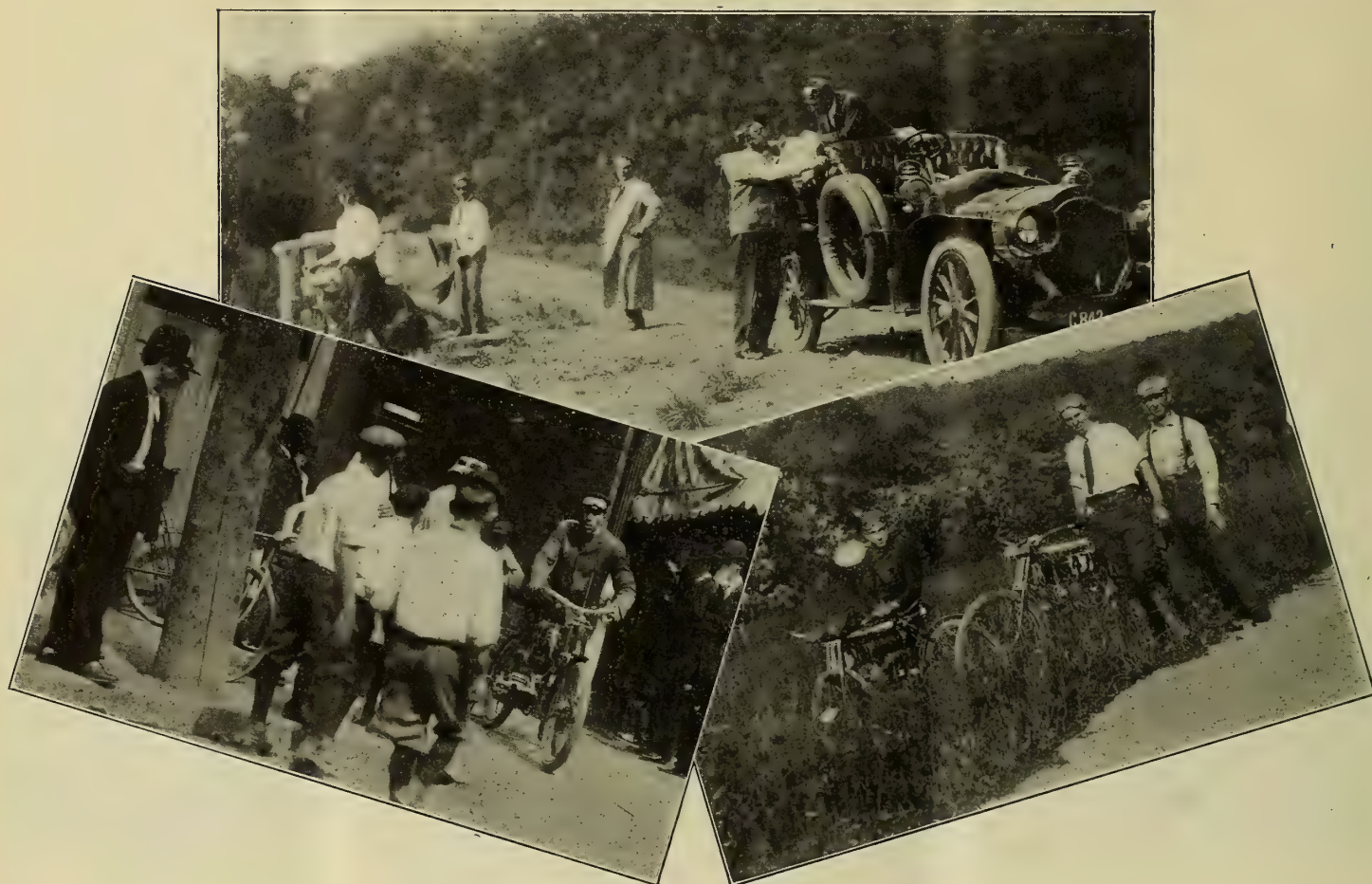
points, respectively, for firsts, seconds, and thirds won in open events conducted under

THE ONLY "PERFECT" MAN

BERT T. BARROWS
Who Scored 1000 Points in the Endurance Contest

Indian at the F. A. M. meet, the insides of his calves are a mass of blisters raised by the shooting flames despite the protection afforded by leather leggings. Although it was not known at the time, Kellogg, like Curtiss and Wray, had a fire during the road race, but from a different cause. He had stuffed some cotton waste in his leggings and it was set afire by the auxiliary exhaust. Although moving at the rate of about a mile a minute he managed to beat out the fire with his hands and to account for the time prize in the race.

H. J. Wehman, secretary of the F. A. M., also "had a fire" that really did not belong to him. With others he had ridden to the pier to put his tricar aboard the boat and had performed that task, when a late comer arrived and proceeded to empty his tank of gasoline in the street. A pedestrian happened along about the same time and also happened to step on a stray match. The match flashed; so did the gasoline. It sent up a flame that threatened to cause not only the F. A. M. meet, but the pier and a motor bicycle to end in a blaze not wholly of glory. Wehman, however, was equal to the situation and getting his hero blood working, he doffed his coat and with it beat out the fire. The coat lost its usefulness then and there, but it was not until he searched the pockets that Wehman grew really sad. He had forgotten that one of them con-



INCIDENTS OF THE ENDURANCE CONTEST

tained his \$117 stop watch. It, too, had ceased to be useful, save as a battered relic.

The G & J tire people displayed such keen interest in the endurance contest that on the second day even J. D. Anderson, president of the company, occupied a seat in their "good samaritan" car, which followed the contestants from New York to Providence, while Manager Benson of the

Indianapolis factory, was in the hunt from start to finish. The car stopped whenever a disabled contender was overtaken and a helping hand usually extended, whatever the cause, and Mr. Anderson's hand was as ready as any of the others. So far as tire trouble was concerned, but two outer covers and six inner tubes were supplied by the "good Samaritans" and one of the covers was not of Indianapolis manufacture.

No questions were asked of the unfortunates regarding their tires' origin.

Although the surface and not the size of the Providence track had to do with the two bad accidents that occurred, there was some little talk about restricting future racing to one-mile circuits. Also there was some talk about building a track specially for motorcycle racing.



THE HILL-CLIMBING CONTEST ON A BUSY PROVIDENCE STREET

BURSTING TIRE BEATS FOGLER

**Gruelling Contest in Unlimited Pursuit Race
at Revere Beach—Wiley Takes
to Cover at Last.**

After one of the most exciting unpaced pursuit races ever witnessed in America, Joe Fogler, the Brooklyn six-day champion lost the unlimited pursuit race to James F. Moran of Chelsea on account of a punctured tire, at the Revere Beach saucer last Saturday night, 3rd inst. With a distance of almost 15 miles, so far as is known one of the longest pursuit races on record, Fogler was about to pass the Chelsea milkman and clinch a victory when his silk tire punctured. Fogler virtually had the race won, but this mishap made him slow down and Moran of course came around once more and passed.

Without doubt the unlimited pursuit between Moran and Fogler was one of the most remarkable races of its kind ever run. Never was such hard, gruelling plugging seen on the beach saucer, and it could tell a few tales of wonderful races if it had voice. Both men were evenly matched and for mile after mile neither gained on the other. That the race was unusually fast for unpaced racing the times show. Five miles were reeled off in 11:40 and 10 in 23:45. After the tenth mile Fogler began to gain on Moran just a little with each succeeding lap and at 14½ miles was trailing. The big Brooklyn rider had just reached Moran's crank hanger and was about to pass and end the race when his silk tire popped and that ended it. Moran finished the lap, passed, and won out in 14 miles 6 laps in 32:24¾. Both riders were physically exhausted and Fogler had to be held up after the finish, while Moran was all in. Both riders were cheered enthusiastically for one of the best races ever witnessed on the Revere Beach saucer.

The paced race was run in three 10-mile heats with Champion MacLean of Chelsea against Pat Logan of South Boston in the first. Logan surprised the crowd by his vindictiveness at the start and only after four miles of hard riding was the champion able to score his first lap. The pace told on Logan and MacLean scored his second lap in the sixth mile. The race then slowed and MacLean won out by 1½ laps in 14:57½. Elmer Collins and Logan contested the second heat, with the Lynn youngster on the pole. Logan was caught napping at the start and it cost him a quarter of a lap. Young Collins scored his first lap in the second mile and then made it two winning out by that distance in 15:04¾. Collins and MacLean started in the final heat with Collins on the tape and MacLean on the backstretch. Collins set out to burn up the track at the start and this really made him lose

the race as he undermined his strength and MacLean scored four and one-half laps before the finish gun.

George Wiley, the Syracuse professional, who made a practice of competing against amateurs, made his peace with the ruling body by paying his fine on the instalment plan and was allowed to ride against Charles Helander, who made his debut as a professional pace-follower. The race was for ten miles and although Helander gave promise of becoming a good rider, Wiley, who rides and looks more like the late Jimmy Michael than any of the crop since the Welshman's time, showed superior speed and finished seven laps in front of the debutant.

There was some excitement around the training quarters when the Connollys—there

air. Then the two MacLean brothers got busy and after it was all over the four of them were stretched out on the floor, while Alex had made the would-be prize fighter's face look like a piece of raw beef. Then the police carted off the brothers to the police station and they are to be tried next Monday. They will not ride at Revere again this season as the N. C. A. representative has suspended them for the season. The summaries:

Unlimited match ursuit between James F. Moran, Chelsea, and Joe Fogler, Brooklyn—Won by Moran. Distance, 14 miles 6 laps. Time, 32:24¾. (Fogler's tire blew up just as he was about to pass Moran.)

Ten mile motor paced, professional—First heat won by Hugh MacLean; second, Pat Logan. Time, 14:57½. Second heat won by Elmer J. Collins; second, Pat Logan. Time, 15:04¾. Final heat won by Hugh MacLean; second, Elmer J. Collins. Time, 14:58¾.

Ten-mile motor-paced match, professional—Won by George Wiley; second, Charles Helander. Time, 16:20.

"Sandfest" a Frost for Wray.

Motorcycles and automobiles did not mix very well at the Atlantic City sandfest on the Ventnor beach this week, which is not surprising, as there was only one week to work up entries and very few knew anything about it. Of the three programmed events only one materialized, which had only three starters, and the prize in this was held up by the promoters of the carnival. The three events were scheduled for Tuesday, 6th inst., but after the automobile races were run there was not time for the motorcycle races, although the officials allowed W. H. Wray, Jr., of Brooklyn one mile trial, which was timed in 38 seconds, according to Wray; no publicity was given the fact as this time was better than made by any racing automobile. On the next day, Wednesday, only three riders showed up at the beach. Wray, Peugeot; William Bewley, Reading, Pa., 3 horsepower R-S, and an Atlantic City rider on a 5 horsepower Curtiss. A mile free-for-all from practically a standing start, only 20 yards being allowed for a getaway, resulted, as there was only one rider in the 30.5 and 60 cubic inch classes. Wray won in 51¼ seconds, with the Curtiss second in 1:20. Bewley was close behind. When Wray went to get his prize he received a shock, and Chairman Tatham, of the automobile carnival, informed Wray, it is stated, that as there were not sufficient entrants in the race to justify a prize, the carnival committee couldn't see buying one. He offered Wray the amount of the entrance fee, about \$3, to buy a prize, but this the Brooklyn rider refused to accept and said that he would report the occurrence to the Federation of American Motorcyclists.

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are four of them—started to rough house and break up the meet. This is not the first time that the quartet has had trouble with the management but each time they were forgiven under a promise not to do it again. It seems that some argument started over the pacing machine that one of the brothers leased to Hugh MacLean for the season for which the Chelsea rider holds a contract. Notwithstanding, the Connollys tried to take their machine away from the track and "queer" the meet, and failing in this they tried to tinker with it so it would not run. Somebody saw the trick and reported it to Alexander MacLean the manager. That night the Connollys came to Revere looking for trouble and in anticipation of finding it had brought bail money. Dennis Connolly poses as a prize fighter and when the big fellow saw the informant he started for him but Alex MacLean stepped in between. The would-be fighter was just aching for a chance at the manager so he let go, but MacLean sidestepped and the blow hit the

WALTHOUR BREAKS THREE RECORDS

The Atlantan's Brilliant Return to Salt Lake City—Kramer and Lawson Close Contestants in Six-Day Race.

Salt Lake City, July 30.—Seventeen professionals lined up for the start of the six day, one hour a night race at the Salt Palace saucer last night, and a big crowd saw the line-up. With special prizes at the end of each mile, each five miles and at the end of each hour each night lively sprints resulted. The rules allowed two men to team and Kramer and Clarke, Lawson and Pye, Hollister and Hopper, and Dorlon and Mitten announced combinations; the others "went it alone."

There were no attempts at lap stealing, the only incidents being the sprints for the dollar at the end of each mile and the \$5 at the finish of every five miles. Hollister took the first five and Lawson and Rye moved up and got the second bill. Kramer led at the end of 15 miles and Lawson captured the 20-mile prize. Two minutes before the finish of the hour the fact was announced and as a prize of \$10 awaited the leader at the end of the hour, a general scramble resulted. Kramer trailed Lawson just before the last lap but jumped out and easily led at the finish. No laps were lost except by Burris; the hour ended with a score of 25 miles 1 lap.

Before the start of the six day race Walthour rode his exhibition behind pace and cut down the local mile record from 1:23½ to 1:20¾. Eight amateurs qualified for the unlimited pursuit. They were DeMara, Diefenbacher, Hollister, Broadbeck, Crebs, Schnell, Duester and Giles. It looked like Giles in the early part of the race but Schnell was too strong and won out after riding 2 miles 6 laps 125 yards, with Giles and Crebs in the order named. The summaries:

Unlimited pursuit, amateur—Qualifants: DeMara, Diefenbacher, Hollister, Broadbeck, Crebs, Schnell, Duester, and Giles. Final heat won by Schnell; second, Giles; third, Crebs; fourth, DeMara; fifth, Diefenbacher. Distance, 2 miles 6 laps 125 yards.

One mile motorpaced exhibition—By R. J. Walthour, Atlanta, Ga. Time, 1:20¾. (Track record.)

First hour six day race—Kramer-Clarke, Lawson-Pye, Hollister-Hopper, Dorlon-Mitten, Samuelson, Downing, West, Wilcox, Munroe, Limberg, MacDonald, Williams, 25 miles, 1 lap; Burris, 7 miles 3 laps. Mile prizes—Pye 2, Kramer 1, Samuelson 6, Hollister 5, Lawson 3, Dorlon 1, Mitten 1, Munroe 1, MacDonald 2, Clarke 1, Williams, 1. Ten mile prizes—Kramer 1, Hollister 1, Lawson 2. Kramer won final sprint.

Salt Lake City, July 31.—No change took place in the position of the riders in the

so-called six day race "at the saucer last night except that Samuelson dropped out after riding five miles and Burris quit as he was hopelessly behind. The mile prizes were well divided and Kramer led at the first five miles and Lawson was in front at 10 miles. The prize for the leader at the next five miles went to Clarke, and Hollister beat the bunch out at 20 miles. Lawson finished first at the end of the hour. One lap short of 25 miles were covered, which brings the two hour score up to an even 50 miles.

Walthour rode a mile trial and bettered the State record held by Samuelson. Walthour was paced by Gus Lawson and the watches gave him 1:19¾. Gus Duester, the elongated Brooklyn rider, won the half mile handicap from the 90-yard mark in 55 seconds, which certainly is going some. Diefenbacher on 60 yards was second, and DeMara from scratch was third. The summaries:

Half mile handicap, amateur—Qualifants: Schnell (scratch), Wright (10), Crebs (45), Broadbeck (55), Diefenbacher (60), DeMara (scratch), Murphy (55), Hampshire (75), Duester (90), and LaBelle (100). Final heat won by Duester; second, Diefenbacher; third, DeMara; fourth, Crebs; fifth, Hampshire. Time, 0:55.

One mile motor paced exhibition—By R. J. Walthour, Atlanta, Ga. Time, 1:19¾. (State record.)

Second hour six day race—Kramer-Clarke, Lawson-Pye, Hollister-Hopper, Dorlon-Mitten, Downing, West, Wilcox, Munroe, Limberg, MacDonald, Williams, 50 miles. Mile prizes, Kramer 1, Pye 1, Samuelson 1, Hollister 5, Lawson 2, Downing 1, Hopper 2, Wilcox 4, Dorlon 1, Munroe 1, MacDonald 4, Clarke 1, Williams 1. Five-mile prizes, Kramer, Lawson, Clarke, Hollister, 1 each. Leader at finish, Lawson.

Salt Lake City, Aug. 1.—Near the finish of the third hour of the six day race last night Frank L. Kramer jumped out from the bunch and rode so fast for the tape that the other riders appeared to be standing still. Lawson was back in the crowd when Kramer began the unwind and he could not get out of a pocket to give the champion a fight, Kramer winning the third hour by many lengths. There are fifteen riders left in the race now and with the exception of Ben Munroe, who lost three laps last night, the field stands on even terms. Last night's mileage was 24 miles 4 laps, which brings up the total to 74½ miles.

Phil Wright won the curtain raiser, a two-mile handicap. He had a handicap of 50 yards. DeMara from scratch was second and Giles crossed the tape third. Duester, Eifler and Morgan protested the race as they fell at the start and the race was not restarted as it should have been. Chapman told the three to not protest and he would "fix it" up for the riders. There has been a lot of dissatisfaction this season on account

of falls at the start, and the opinion of the riders is that the starter would benefit greatly if he read up the rules. The summaries:

Two mile handicap, amateur—Won by Phil Wright (50); second, Walter DeMara (scratch); third, Parley Giles (30); fourth, Fred E. Schnell (scratch); fifth, Hal McCormack. Time, 4:04¾.

Five mile motor, professional—Won by Gus Lawson; second, A. McCormack; third, T. Heagren. Time, 6:58.

Third hour six day race—Kramer-Clarke, Lawson-Pye, Hollister-Hopper, Dorlon-Mitten; Downing, West, Wilcox, Limberg, MacDonald, Williams, 74 miles 4 laps; Munroe, 74 miles 1 lap. Mile prizes—Munroe 5, MacDonald 4, Williams and Wilcox 2 each, Kramer, Pye, Hollister, Dorlon, Mitten and Samuelson, 1 each. 5-mile prizes, Lawson and Clarke, 2 each. Leader at finish, Kramer.

Salt Lake City, Aug. 2.—Iver Lawson led at the ending of the fourth hour in the six day race at the saucer track last night, winning out in a fast sprint against Hopper. Near the finish Hollister and Hopper were out in front with Pye close up, pulling Lawson. The Swede switched from Pye to Hopper and when the latter began to unwind Lawson simply jumped and won out as he pleased. Kramer got lost in the rear of the bunch in much the same manner as had Lawson on the night previous and made no attempt to get up. The biggest sensation of the night was when after the race Hollister, West, Mitten, Williams, MacDonald, Munroe, Wilcox and Dorlon struck for a guarantee. Dorlon acted as spokesman for the party and after a stiff argument Chapman promised each a guarantee of \$25, exclusive of their winnings. These riders claimed all the fast men were in a combine. The night's score was 24 miles 3 laps, making the total 98 miles 7 laps for the four hours riding.

Walthour rode a sensational two mile exhibition and broke the State record, covering the distance in 2:37¾. The first mile was made in 1:19. The summaries:

Half mile open, amateurs—Qualifants: Crebs, Schnell, Wright, Broadbeck, DeMara, Diefenbacher, Duester, McCormack and Morgan. Final heat won by Diefenbacher; second, DeMara; third, Schnell; fourth, McCormack; fifth, Crebs. Time, 1:00.

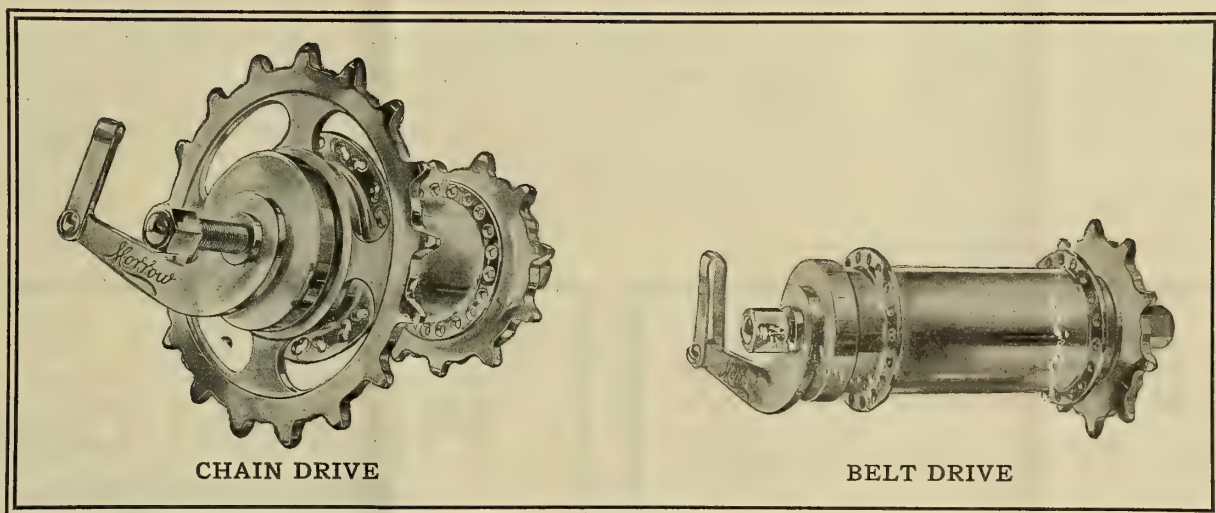
Two mile motor paced exhibition—By R. J. Walthour, Atlanta. Time by miles, 1:19, 2:37¾. (State record.)

Fourth hour six day bicycle race—Kramer-Clarke, Lawson-Pye, Hollister-Hopper, Dorlon-Mitten, Downing, West, Wilcox, Limberg, MacDonald, Williams, 98 miles 7 laps; Munroe, 98 miles 4 laps. Mile prizes—Munroe 6, MacDonald 5, Williams, Mitten and Wilcox, 2 each, Clarke, Hopper, Lawson, Hollister, and Pye, 1 each. 5-mile prizes—Pye, Hollister, Hopper and Mitten, 1 each. Leader at finish, Lawson.

The Winner

of Class B, the two-cylinder Curtiss,
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It was so equipped because it was intended to be a winner. That was why the Morrow was selected. The same selection is open to every motorcyclist, even if it be necessary to insist sometimes against substitution.

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Ten-Mile Handicap Won by Inches.

Peter Quevillion, one of the honor markers from scratch, won the ten mile handicap at the Golden Gate Stadium, San Francisco, on Sunday, 28th ult., after one of the most exciting sprints seen in that city this season.

At the beginning of the last lap it looked very much like L. Shaw, one of the limit men, would win the race, but he slowed considerably in the last stage and Quevillion, Laye and Stockfleth, all scratch men, worked their way through the bunch and started for home. Quevillion won by inches, only a fifth of a second separating him from Laye and Stockfleth, who finished in that order. In spite of a strong wind that swept across the track the riders made good time. Thirty-eight started, the following thirteen finishing in this order:

1, P. Quevillion (scratch), 28:53½; 2, C. E. Laye (scratch), 28:54; 3, W. Stockfleth (scratch), 28:54½; 4, O. Peterson (0:30); 5, A. San Galli (1:00); 6, L. Shaw (3:00); 7, C. Weggemann (2:30); 8, W. Bellezer (0:30); 9, F. Diver (scratch); 10, F. Smith (3:00); 11, T. Jeffereys (2:00); 12, A. Peterson (2:00); 13, F. DeMartini (2:00).

Davidson Wins Twice at Milwaukee.

Two motorcycle events enlivened Milwaukee's motor derby at the State Fair Park on July 27. Walter Davidson, on a Harley-Davidson, won both of them, making faster time than did any of the automo-

biles in their events. In the Esser Trophy five-mile handicap he started from scratch, picking up the other contestants one by one and finishing almost a quarter of a mile to the good. One of his miles, in 1:15, was the best time of the day. In a special event in which George Lyon on a two cylinder, 5 horsepower Simplex Peugeot, competed against Davidson for a five-mile whirl, Davidson was given a handicap of 30 seconds, which proved entirely unnecessary, since Davidson finished 40 seconds before the foreign machine, so that without any handicap whatever he would have won by 10 seconds. The summaries:

Esser trophy for motorcycles, five miles—Davidson, first; Hildebrand, second; Coulous, third. Time, 6:36.

Special race for motorcycles; five miles—Davidson, first; Lyon, second. Time, 6:07.

Los Angeles Club Elects Officers.

At its last meeting the Los Angeles Motorcycle Club, Los Angeles, Cal., re-elected W. G. Collins president. The other officers chosen were: E. C. Kehl, vice-president; H. Canfield, financial secretary; J. H. Shafer, recording secretary; Fred Brunner, re-elected treasurer; Carl Johnson, captain; H. Canfield, first lieutenant, and S. L. Lyon, second lieutenant. The club also elected a press agent and an assistant press agent, respectively, in the persons of S. L. Lyons and E. G. Kehl, who will conduct an active campaign to extend the interest.

Burman Wins at Jackson.

William Burman, mounted on a Racycle, won the five mile motorcycle race promoted by the fair grounds management of the track at Jackson, Mich., on Wednesday of last week, 31st ult. There were to have been four riders in the race, but one failed to show up and another could not get his engine working, so Burnam and Ray Johnson, a colored rider on an R-S, made the going. Burman finished away ahead, completing the five miles in 10 minutes.

Matrimony Promoted by Motorcycling.

Accompanied by the pop-pop-pop of the motorcycles he and his companion were riding, Harlow Mortimer Plimpton of Campbell, Cal., popped the question to Miss Merle McCarty, and it was on motorcycles that the couple stole away to Santa Cruz to have the ceremony performed, making it truly a motorcycle marriage. The itinerary for a motorcycle honeymoon is now being planned.

Pasadena Police to Ride Motorcycles.

Pasadena, Cal., is to have its police equipment augmented by the addition of a couple of motor bicycles. The Fire Commission has recently instructed the council to advertise for bids for supplying the machines. The specifications call for motors of not less than 3 horsepower, standard dimensions to match, and a full equipment including speedometers.

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WHEELMEN'S DAY AT THE HUB

Veterans Help Celebrate Boston's "Old Home Week"—An Old-Time Run Repeated—The Reunion Dinner.

Boston, Aug. 5.—"Peace is declared."

For seven days, and well into seven nights, staid and Puritanical old Boston has worn such a garb and conducted herself with such abandon and utter disregard of all that constitutes Bostonese dignity that the erstwhile visitors may well question among themselves whether their visit has not been to some Southern or Western city and not to prim old Boston at all.

Just how many visitors Boston has sheltered during her "Old Home Week" it is not possible to even guess at, for practically every one, hosts or guests, has lived out of doors during the whole time, and the throngs in the streets and squares and parks may have been misleading, in that they were not all strangers by any means, though quite a goodly proportion of them are known to have come from greater or less distances where our salty ozone-laden east winds do not penetrate.

It was a risky thing for Boston's Mayor to try and tack on to a big city a village festival like the Old Home Week, and although the attempt is not likely to be repeated, it was a great success. As a business producer it must be admitted that the festival was largely a failure, in fact to many of the larger stores, the interruptions to business, the demoralization of the sales people, and the expense incurred in the decorations must have represented serious loss not by any means atoned for by the inrush of new customers. People will not go into stores to spend money while such a multitude of attractions—costing nothing—awaits them in the open, where parades and processions are marching, bands are playing, a balloon is ascending, autos are competing, and everybody, save here and there some scowling shopkeeper in his doorway, is laughing and joining in his or her particular way in the general endeavor to have a "good time."

But all this has been treated of in the columns of the daily press, our business is with the wheelmen.

It would be infinitely gratifying to here describe how all the hopes which had been entertained of a wheelmen's revival were more than realized, but it would be a departure from the truth which this paper does not knowingly permit, for while the wheelmen's end of the Old Home Week was not exactly the "frost" that some one described it, it must be admitted that it fell very far below the hopes, if not the expectations, of all the old riders who still have the interests of cycling at heart. The reunion was primarily in the hands of a committee, each member long identified with the sport. Wheelmen's headquarters

were established in Mechanics building; the old Boston Club called a club run to start from Copley square at 3 o'clock in the afternoon of Wheelmen's Day, Saturday, 3d, to which all riders were invited; a cyclists' dinner had been arranged at Hendrie's; and a vaudeville under the personal supervision of Quincy Kilby of the Bostons, was to wind up the entire festival. All this promised well, and in many ways the promise was redeemed, but the wheelmen's headquarters was located in the center of similar and surrounding booths, it had only an old L. A. W. flag to distinguish it and attract the wheelmen's attention; no signs directed the enquirer toward it, and when found, it was too often the case that except in the evening, no one was in attendance to answer questions or give information. Still, nearly a couple of hundred old riders found their way to it and signed the registry book, and received the gilt shield bearing the L. A. W. emblem which constituted the souvenir of the occasion.

At the meet in Copley square there was a gratifying attendance and when Charley Reed blew the "assembly" followed by "Boots and Saddles," fifty-four riders mounted for the old rendezvous at the reservoir, which was reached in due course, some of the riders not having dismounted there since the late 80's.

The cyclists' dinner at Hendrie's was well attended, but there were no post prandials, for wheelmen's appetites are not assuaged in a minute, and there was yet a ride through the parkways to Potter hall and the vaudeville.

It was an excellent vaudeville, and every one enjoyed it. The "talent" was most satisfactory, but that which appealed most to the wheelman was the stereopticon exhibition presented by Abbot Bassett, secretary of the L. A. W., reviving old memories of half forgotten places, and of faces that on earth can be seen no more.

Mr. Bassett's quiet description of each view as he presented it was very acceptable.

The feature of the evening, however, and despite the two slow tempo of the vocalist, was undoubtedly the song entitled "Riding on the Wheel," written by Quincy Kilby for the occasion, and sung to the tune of "Waiting at the Church." Every one joined in the chorus, the sentiment of which was heartily endorsed by every old rider. The chorus went:

"Happy days, riding on the wheel,
Riding on the wheel, riding on the wheel,
Don't you know how fine you used to feel?
Surely you can't forget it.
Start again. Join your wheeling friends,
They're the same old friends. Wheeling
never ends,
Get in the game, the fun is just the same,
You won't regret it."

There is much truth in that last line. If Boston's Old Home Week aids in getting men and women to get next to nature as they may through this sport, it will have at least one good result.

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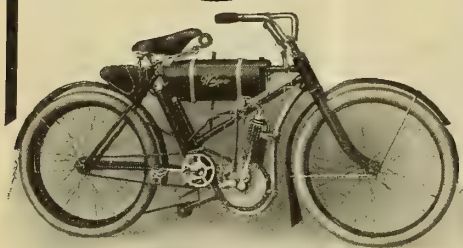
SADDLES

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Century Riders Renew Experiences.

There were nineteen starters in the ninth annual Veterans' Reunion and Century Run which took place on Sunday, 4th inst. Of this number fourteen, met at Sag Harbor, L. I., on Saturday night, making an early start the next morning to cover the following schedule for 12 hours, the qualification limit being fixed at 14 hours: Sag Harbor, (11) Southampton, (19) Good Ground, (32) West Hampton, (43) Moriches, (53) Patchogue, (dinner), (62) Oakdale, (73) Babylon, (79) Amityville, (88) Freeport, (95) Valley Stream, (100), Jamaica. D. M. Adee was pace maker for the bunch, and was in at the finish despite a puncture. Axel Johnson became ill at Sag Harbor, so the start was made by only thirteen.

As if to confirm the ill-luck of the number thirteen the first accident of the run was encountered by C. P. Staubach, of Yonkers, N. Y., making his first ride in two years. Before two miles had been covered he punctured his tire. This was fixed up, and about half a mile further the tire blew out in another place. Ruch and Steinhauer stayed back with him and all walked two miles to the nearest town, where they woke up a blacksmith and were finally able to buy a tire. Total delay one hour. They caught the rest of the bunch at Patchogue.

The next accident was at Eastport, where on a steep hill the tandem team, Chief John Castles and Chas. F. Levy, both C. R. C. A., had a bad spill, breaking the front chain and bending the sprocket. The chief pushed the wheel alone and carried Levy as a passenger to Center Moriches, where several repair men gave up the job, but a motor-cycling Chinese laundryman succeeded in making a good repair by sacrificing a link of his own chain. In the spill, however, both Chief Castles and Levy were somewhat hurt, and ultimately had to give up the route at Babylon. Those of the thirteen who finished were D. M. Adee, Metropolitan, L. I.; C. P. Stanbach, Yonkers, N. Y.; R. Friebe, New York; G. W. Kuenzler, New York City; George Steinhauer, Maspeth, L. I.; W. Oppenheim, College Point, L. I.; Paul Thomas, Tarrytown, N. Y.; C. B. Ruch, New York City; C. G. Tassinaro, Bridgeport, Conn.

Six riders started on Sunday morning from Bedford Rest, meeting the bunch at Patchogue and returning, thus making the century. These were: J. S. Fee, Henry Kest, H. H. Hintze, S. Siegel, R. Bachman, and F. E. Mommer, all of New York City.

Of riders who did not finish, William Kuper had his wheel smashed by an automobile at Freeport, and R. Bachman was knocked out by a broken chain at Valley Stream on the way out from Bedford Rest. The roads were very heavy with sand and dust and the riders from Sag Harbor faced a heavy wind all the way.

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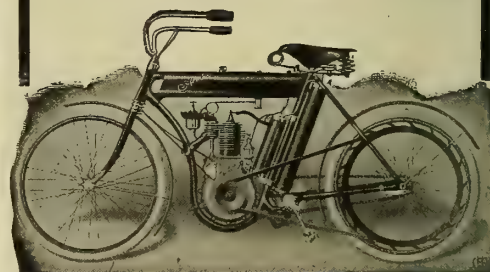
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"Motorcycles and How to Manage
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World Co., 154 Nassau St., New York.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

Volume LV.

New York, U. S. A., Saturday, August 31, 1907.

No. 23

MOTORCYCLES AT CHICAGO SHOW

Will Be Featured in a Special Section, as at New York—Plenty of Exhibitors Will Be Represented.

Not only are motorcycles to be one of the big features of the Madison Square Garden automobile show in New York from November 2 to 9, but Chicago has now decided to feature motorcycles at its big show in the Coliseum and First Regiment armory from November 30 to December 7. A special "Motorcycle Section" will be allotted where the prominent American and foreign makers can display their latest mounts, making a showing that in the aggregate will be well calculated to impress the public with the growth of the industry and the strength of the movement.

Already there are plenty of indications and assurances that practically all of the motorcycle exhibitors at the Madison Square Garden show in New York will also exhibit at Chicago, and it is expected that with so strong a display in both the East and the West a great deal of interest and enthusiasm will be created and a big impetus given to the business end.

Chicago at the time of the shows will be crowded with visitors, the large majority of whom seldom get to New York. The automobile show at the Coliseum and the First Regiment armory, in which the "Motorcycle Section" is thus to be featured, is supplemented by another big show at the Seventh Regiment armory, where the commercial vehicle show is to be held.

The "Motorcycle Section" will be conducted along the same lines as at New York, in that the decorations for all the spaces will be uniform and signs or advertising cards other than those officially provided will not be permitted. The distribution of souvenirs of any kind by the exhibitors will also be prohibited and the only advertising matter that may be given out from the spaces will be the regular catalogue.

The motorcycles will thus be given the same dignity of representation as the large cars, and being grouped together, instead of being scattered in out of the way corners, will be seen to the fullest advantage both by the buying public and by dealers.

Measure a Goodyear Manager.

The Goodyear Tire and Rubber Co., of Akron, Ohio, has inaugurated a new policy in regard to its bicycle tires by which price is to be made subservient to quality. Heretofore the company has supplied bicycle tires to the trade in accordance with the specifications and prices named by the latter, but the future policy will be to build high grade tires and sell them at the prices their good quality make necessary.

Charles Measure, who for the past ten years has been with Morgan & Wright, has been appointed manager of the Goodyear New York branch. He will assume his new duties on September 1.

Splitdorf Business Incorporated.

After 50 years in business and following a removal to a big six-story factory at Walton avenue and 138th street in the Bronx, New York City, the business of C. F. Splitdorf, who has for years supplied the motorcycle trade with coils, spark plugs, switches and other ignition specialties, has been incorporated as the Splitdorf Laboratory, under New York laws, with \$500,000 capital. The incorporators are Henry Splitdorf, John Splitdorf, and J. M. Fisher, all of New York.

Willis to Push Bicycles Again.

The E. J. Willis Company, whose failure was announced early last spring, has been thoroughly reorganized and the entire business centralized in their down town establishment at 8 Park place, New York City. In the future they will pay particular attention to the handling of bicycles, motorcycles and accessories and will devote all of the second floor to this branch of their business.

POPE CREDITORS ORGANIZING

East and West Each Has Its Committee —Plan to Combine— Appraisers are Appointed.

Two committees of creditors have been organized to take a hand in the affairs of the Pope Mfg. Co., since the receivership proceedings. The first is of Western origin, having been born at a conference called in Chicago at the request of the Badger Brass Mfg. Co., of Kenosha, Wis. The second and later committee is of the East, being a movement which is headed by R. L. Coleman, who knows considerable about Pope matters by reason of the fact that he was at one time president of the now defunct American Bicycle Co., which the Pope Co. later took over. Associated with Coleman on the committee is John Alvord, president of the Standard Co., of Torrington, Conn., who is not unknown in the trade and in the financial world.

Coleman's committee frankly states its object as being to "prevent legal complications which might cause the shutting down of the plants," while the committee appointed at Chicago was formed "with a view to ascertaining the best settlement obtainable for the creditors and to report with their recommendations to an adjourned meeting of the creditors." Meanwhile they ask that all creditors suspend all action upon their claims.

Each committee is seeking the proxies of the numerous unattached creditors. The statement of the Coleman committee as to its plans and purposes is as follows:

We, the undersigned, representing creditors of the above mentioned companies for large amounts, deem it advisable that the creditors should unite to safeguard their interests in the administration of the assets of said companies.

The balance sheets produced by the representatives of said companies indicate that if litigations and bankruptcy are avoided and the properties of the companies are

properly and economically administered as going concerns, all the creditors should be paid in full amount of their claims.

In order to promote unity of purpose, the undersigned have organized themselves into a creditors' protective committee, and request that you forward to the counsel of the committee, Messrs. James, Schell & Elkus, No. 170 Broadway, New York City, a memorandum showing statement of your account, and the enclosed authority properly executed by you.

The committee has made a brief investigation as to the manner of administration of the affairs of these companies, and we beg to report as follows in that regard:

Both companies are New Jersey corporations. The companies own and operate valuable plants in Connecticut, Massachusetts, Maryland, Ohio and Indiana. The New Jersey Court appointed Mr. Albert L. Pope and Mr. Egbert J. Tamblin as receivers, and the Courts in Connecticut, Massachusetts, Maryland, Ohio, Indiana, New York and Illinois have appointed Mr. Albert L. Pope as ancillary receiver; so that the receivers are now in possession of all the properties of both companies, and continuing the business of the concerns under the authority of the Courts.

The formation of this committee is designed to prevent legal complications which might cause the shutting down of the plants and consequent large diminution of the value of assets. If bankruptcy or other legal proceedings are adopted, hopeless complications will ensue; the plants or many of them may be closed; and expenses will necessarily occur. The committee, if strongly supported by the creditors, expects to prevent any such calamity. Hearings will be had in the various courts from time to time as to the question of the continuance of the business, the manner of conducting the same and the method of administering the assets. Upon such hearings, the recommendations made to the court by the committee, as the representatives of a large amount of creditors, will receive great weight.

The committee is about to take up with the companies and the receivers the question of a reorganization or adjustment in the interest of the creditors it represents. The committee will protect the interests only of those creditors who unite with it in action, and it reserves the right at any time without notice to refuse to receive additional claims.

The committee, at an early date, will send you for your signature a form of creditors' protective agreement, and also a detailed statement showing the condition of the companies. The committee reserves to itself the right to increase its membership.

It is hoped that you will promptly send your statement of account and authorization to the counsel for the undersigned committee.

R. L. COLEMAN,
Chairman - Board of Directors of National Battery Co., Buffalo, N. Y.

JOHN ALVORD,
President of Standard Co., Torrington, Conn.

JOSEPH P. KING,
President of American National Bank, Hartford, Conn.

The conference called by the Badger Brass Mfg. Co., at the Great Northern Hotel on the 22d inst., authorized its committee to issue the following statement:

Pursuant to the call issued by the Badger Brass Mfg. Co., the creditors of the Pope Manufacturing Company and the Pope Motor Car Company assembled at Chicago, on the 22d inst. There were present in person and by representatives ninety-one creditors, whose claims aggregated

\$1,200,000, and the Badger Brass Mfg. Co., represented by proxy, an additional hundred creditors, whose claims amounted to \$100,000.

The following is a correct transcript of the minutes of the meeting:

On motion, L. M. Wainwright, of the Diamond Chain & Mfg. Co., of Indianapolis, Ind., was elected chairman, and N. H. Van Sicklen, of the Motor Age, Chicago, was elected secretary.

Mr. Geo. A. Yule, of the Badger Brass Mfg. Co., a creditor for \$12,000, stated the purpose of the meeting.

Mr. C. B. Haffenberg, attorney for the Badger Brass Mfg. Co., stated the causes, as ascertained by him, that lead to the appointment of receivers for the Pope Concerns.

After general discussion, participated in by the various creditors, the following resolutions were unanimously adopted:

"At a meeting of the creditors of the Pope Manufacturing Company and its allied Companies, assembled at Chicago, August 22, 1907, the undersigned creditors assent to the following resolution:

Whereas, It is with profound regret that we are advised that the officials and directors of the Pope Manufacturing Company and its allied companies were compelled to place the affairs of said companies temporarily under administration of receivers appointed by the courts; and

Whereas, The undersigned, as creditors and as business men interested especially in and solicitous for the future success of the automobile industry, believe it to be to their best interest and advantage of the creditors; and

Whereas, By reason of there being a large number of creditors, aggregating one thousand and scattered in different cities of the United States, it is therefore deemed the sense of this meeting that a committee of creditors be appointed to act for all and to assist and advise with the receivers and with debtors, and to negotiate with them, with a view to ascertaining the best settlement obtainable for the creditors and to report, with their recommendations to an adjourned meeting of the creditors.

Be it therefore

Resolved, That it is the sense of this meeting that a committee of five creditors be designated and empowered as above provided.

Also this resolution:

Whereas, The creditors present have appointed a committee to act for them as a unit and report at a meeting to be held later on; and

Whereas, A number of creditors are not here represented in any manner.

Be it therefore

Resolved, That word be conveyed to them by the committee that it is the sense of this meeting that all creditors suspend all action upon their claims against the Pope Manufacturing Company and its allied companies until the committee has made its report.

The committee perfected an organization and will in person visit the officials of the Pope Companies and the receivers and, at an early date, will submit a report of existing conditions and the prospects of an early adjustment.

Committee—Geo. A. Yule, Chairman (The Badger Brass Mfg. Co., Kenosha, Wis.); L. M. Wainwright (Diamond Chain & Mfg. Co., Indianapolis, Ind.); Charles N. Gillett (Cashier, First National Bank, Chicago, Ill.); C. F. Solitdorf (Splitdorf Laboratory, New York, N. Y.); F. A. Yard (Swartout & Evans, New York, N. Y.).

Negotiations are at present pending for the consolidation of the interests of both

committees, and in all probability this will be brought about. One of the largest creditors of the Pope company, and himself a member of the creditors committee, stated to a Motor World representative that the most amiable relations exist between the officials of the Hartford concern and the creditors committees. He also said that the latter would render every possible assistance toward a speedy adjustment of matters, and that the Pope Manufacturing Company on its part had extended every courtesy to the committees in question. The appointment of a western creditors committee to investigate the affairs of the company and subsequently the organization of a similar committee in the East, has caused considerable speculation in the trade as to the probable outcome. The idea prevailed that the Western committee is antagonistic to the best interests of the Pope company. This is not the case, however.

At a meeting held at the Hotel Belmont, New York, on Thursday, representatives of both the Eastern and the Western committee came together and tentative plans for the consolidation of the two committees were formulated to avoid the complications that might result from their working at cross purposes.

In Superior Court, at Hartford, Conn., a hearing was held on August 28th before Judge William S. Case for the appointment of appraisers for the property of the Pope Manufacturing Company. A New York attorney, representing some note brokers, desired the appointment of F. F. Vandervort, a steel expert, of New York; but under the laws of Connecticut only two such appraisers can be appointed, and Judge Case decided in favor of local men who were thoroughly competent in their respective lines. They are F. C. Billings, general manager of the Billings & Spencer Co., and John R. Hills, a well known appraiser of real estate, both of Hartford.

The report filed by the temporary receiver showed that the business at the Hartford factory, since his appointment, had been carried on at a nominal profit of \$13,000. It was decided to retain Albert L. Pope as temporary receiver for an additional thirty days.

The cash receipts for the period were \$100,411.12, and the disbursements \$52,922.21, the receipts exceeding the disbursements by \$47,488.91. The statement of the receiver's doings showed earnings of \$13,247.71. The figures in detail follow:

Cash Receipts, Aug. 14 to Aug. 26.	
Balance in American National Bank, Hartford, taken over by receiver	\$19,529.98
Balance of office cash taken over by receiver	717.57
	\$20,247.55

Receipts from collection of accounts receivable of Pope Manufacturing Co. on books Aug. 14.	\$59,888.46
Receipts from sales by receiver	7,500.11
Receipts from deposits by customers on orders for automobiles	12,775.00

\$100,411.12

Disbursements Aug. 14 to Aug. 26.

Preferred claims for services and expenses of employees paid by receiver	\$14,604.83
Refund of automobile deposit to Covey & Wallace	2,000.00
Receiver's expenses and payments for purchases:—	
Pay rolls, factory and office.....	\$14,056.42
Selling and sundry expenses.....	1,119.05
Materials and supplies	71.08
Cash advances for pay rolls and expenses:—	
To Westfield (Dist. of Mass.)....	\$11,739.22
To Hagerstown (Dist. of Md.)....	9,213.61
To Dist of Illinois	118.00
	\$52,922.21
Balance American National Bank, Hartford	\$43,699.28
Balance First Nat'l Bank, Hartford	2,390.85
Cash in office	1,398.78
	\$47,488.91
Accrued liabilities of receiver:—	
Miscellaneous expenses	\$280.65
Material and supplies	8,148.81
Pay rolls, factory and office.....	10,239.28
	\$18,668.74
Sales Aug. 14 to Aug. 26.....	\$36,388.00
Less collections, as above.....	7,500.11
	\$28,887.89
Accounts receivable from sales of receiver	\$28,887.89
Deposits on orders for autos less refunds	10,775.00
	\$39,662.89
Receiver's Doings to Aug. 26, 1907.	
Receiver's sales	\$36,388.00
Deposits on orders for automobiles less refunds	10,775.00
	\$47,163.00
Pay rolls	\$14,056.42
Expenses and purchases	1,190.13
Accrued liabilities:—	
Pay rolls	\$10,239.38
Expenses and purchases	8,429.46
	\$33,915.29

What Exuding Oil May Mean.

When a motor commences to exhude oil from the end crank case bearings, it follows either that through the use of too much oil in the case, or an excessive crank case pressure, or through the slacking up of the bushings, an undue amount of clearance has developed around the journal. If the trouble is found to lie in slackness of adjustment in the bearings, the matter should be seen to at once, as the smallest degree of looseness tends to develop knocking in the shaft, thereby straining the entire motor to an extent which is altogether abnormal and fearfully destructive. Oil leakages at other points, such as the joint between the foot of the cylinder and the crank case, or the unions in the oil-pipe line, are readily checked by taking up the proper adjustments, or renewing the packing.

When for any reason a driving sprocket gets out of truth, no time should be lost in truing it up again. If it is bolted to a spider it may be that the bolts merely require setting up. Otherwise it may be necessary to bend it back into line.

LESSEned THE FUEL CONSUMPTION

Experiment with Wire Screen Over the Jet—Claim that Atomization Was Improved as a Result.

It is asserted that with some types of carburetter a considerable gain in consumption without any corresponding loss in power may be obtained by inserting a fine wire screen over the jet. In a word, the idea is that by causing the spray to impinge upon a fine mesh gauze the atomizing effect of the gauze as well as the heat which it may be supposed to conduct from the jacket walls with which it is in contact, gives something the effect of the old-time surface carburetter, without any of its drawbacks.

In an impromptu trial with a 40 horsepower car having 5½ by 5½-inch cylinders, a foreign investigator recently undertook to prove the truth of the assertion. The carburetter fitted to the car was of the simple spraying type, having a single jet enclosed in a plain mixing chamber surrounded with a rotatable sleeve serving as the throttle. By means of a suitable junk ring, three layers of gauze, one of 80, one of 100 and one of 120 mesh, were inserted in the chamber just over the jet and held in place. No other alteration was made in any of the arrangements of the machine, and it was found to run as well as it had previously, and with no apparent diminution in power.

On testing the consumption, it was found that whereas before the insertion of the gauze, the car had been able to make 11½ miles on a gallon of fuel with two passengers "up," after the change had been made, it was capable of carrying five passengers over no more advantageous roads, no less than 13¾ miles to the gallon, thus developing an apparent gain of something over two miles to the gallon. The conclusion is by no means final, as in the absence of brake test results, there is no positive means of gauging the performance of the motor. The result in itself is sufficient indication, however, that in that particular case, either through faulty design in the first place, or through the inherent advantage of using the gauze, a considerable gain was experienced, which it is reasonable to suppose, might be extended to considerable advantage, by careful study of the problem.

To Improve Carburetter Action.

Carburetter action may frequently be improved by altering the shape of the needle valve, whether it be employed in regulating the flow through the jet, or simply into the float chamber. If the taper be lengthened the result will be a less rapid opening or closure in proportion to the same motion of the spindle. If it be decreased, the action will be accelerated. Before making

any alterations in the shape of the needle, however, it should be ascertained beyond a doubt that the change will be beneficial, and in making the change, care should be taken to leave the needle perfectly circular in cross-section, or, in other words, truly conical in shape. When the shape of the valve has been altered to suit the requirements, its seat should be ground to proper conformity by the use of fine emery and oil in the usual way.

Faults of Soldered-on Connections.

While soldered-on connections are neat and lasting in their way, it is considered by many mechanics to be a poor policy to use solder for any such purpose. There is considerable likelihood that the insulation may become coated with a certain amount of spelter, sufficient to destroy its insulating properties, while where copper wire is employed, the effect of the heat is to render it brittle and less durable than when it is simply twisted around the binding post and secured by means of the regular nut.

Cleaning Out the Crank Case.

After cleaning out the crank case, the drain cock underneath should not be closed until at least one pump full of fresh lubricant has been injected and permitted to drain through. This precaution ensures the complete removal of all gasoline or kerosene, which may have been used for cleaning purposes, and also serves as an indication that the supply is actually being forced into the engine and not back past the pump piston or out through a leaky joint in the feed pipe.

Danger of Too Sudden Braking.

A curious instance of the dangerous tendency arising from too sudden application of the brake, comes from Birmingham, England, where a cyclist in order to avoid running down a dog, jammed on his brake, and was thrown over the handlebars and instantly killed. The very next day his brother took out the same machine, and under closely similar circumstances, was thrown off and badly though not fatally injured.

Proper Way to Remove Insulation.

It is a pet rule with all electricians that in removing the insulation from a wire in order to make a connection, the knife blade should never be placed at right angles to the metallic core of the conductor. Otherwise there is danger of hacking into the wire and weakening it. The proper method is to whittle off the insulation, much as a small boy whittles a stick.

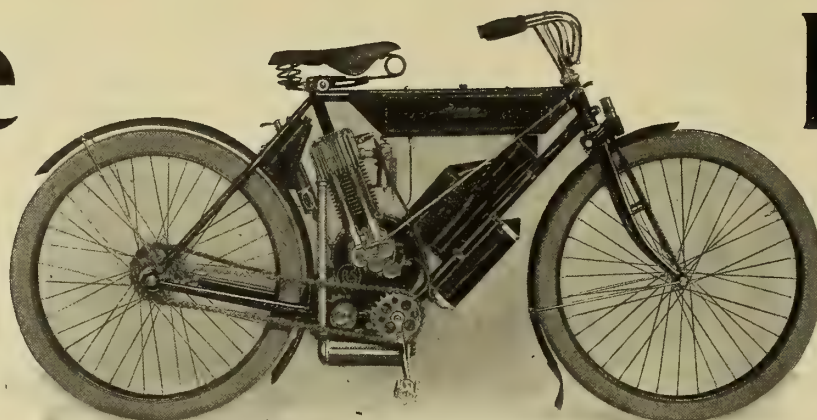
Aren't you ashamed that you have given up the wheel?

Think of all the fun you have to miss, Flying through the country on a silent steed of steel, Where's the sport can shake a stick at this?

—"Q. K.," the Poet Laureate.

The

R=S



The motorcycle that has builded and is building its reputation on the performance of private owners who pay full price for it, which price assures to all purchasers machines of the same quality and calibre. That is the only true test of a motorcycle's worth. Performance by "selected experts" using "selected" machines serves merely to confuse and mislead.

READING STANDARD COMPANY, Reading, Pa.

☐ It is better to buy "the best" tire and pay slightly more for it, than to purchase a "cheap" tire and repent later. "The Best" is the most economical in the long run.

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THE BICYCLING WORLD and MOTORCYCLE REVIEW

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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, AUGUST 31, 1907.

"Enclosed find my renewal fee for the Bicycling World and Motorcycle Review. I could not get along without it."—O. W. Hess, Union Bridge, Md.

A Day to Celebrate.

September 1 will be a day for considerate motorcyclists to celebrate. It is the day when Connecticut's law requiring that mufflers be kept closed becomes effective.

The law is rather drastic in that it permits of absolutely no latitude but it is a fair example of what may be expected in other States if the many members of the "noise-making brigade" will not give heed to the pleadings and urgings of their more considerate fellows.

An exasperated public will not forever tolerate a nuisance and there never was a more irritating and unnecessary nuisance than the too general practice of riding motorcycles with their mufflers open. A few arrests under the Connecticut law will serve wholesome and far reaching purposes.

Meanwhile and despite any momentary inconvenience the new act may bring to them, the thoughtful motorcyclists will celebrate the occasion with a few quiet

chuckles and an uttered hope that the arrests that will lead to the actual suppression of the noise may be not long postponed. Its suppression will serve nothing so much as the cause of motorcycling.

The Man Should be the Master.

In a sport so new as motorcycling, situations are apt periodically to arise. The hubbub and objections raised at the Philadelphia meet on Saturday last when a visiting contestant changed his mount during the course of a race is an instance of the sort. On that occasion, and as usually is the case, human nature asserted itself and the hubbub and objections ceased the very moment that a flat tire required the local favorite also to shift from one machine to another. The rule permitting the practice has caused somewhat similar situations at other race meets, but as in Philadelphia the vigor of the protests has been measured largely by the popularity of the men who availed themselves of the privilege; in other words, the real objection has been against the men, not against the method.

While the justice of the rule has been criticized and though, like all other rules, it may be open to discussion, it is, to our mind, a rule that is fair to all and one that should be adhered to. It was a rule borrowed from the sport of cycle racing in which it has worked well, and the officials of the F. A. M. did not adopt it without full consideration, not merely of the effect on the sport of to-day, but of its influence on the sport of the future. They sought to mould motorcycle racing into a sport of men, not of mere machines. For there is no future, that is, no permanency for machine-made sport. Once curiosity has been satisfied the public will not gather often or in any considerable numbers to see a contest between automations. The decline of interest in automobile racing, in which the machine has been made the master of the man, is proof of this contention. The only events that now attract the public are those in which the fame and skill and daring of the men have risen superior to the collection of machinery which they drive.

The men engaged in the trade or in the sport are about the only ones who really are concerned about the mounts used by competitors and they exaggerate their importance. The average man in the grandstand or in the bleachers, does not know or care what machines are employed. He is interested in the men, not in their mounts.

There is no more reason why a contend-

ing motorcyclist should not change from one mount to another, provided only that it does not conflict with the specific conditions of the contest in which he is engaged, than why a bicyclist should not do so, or why a baseball or tennis player should be restricted to the use of one bat or one racket or a distance runner forbidden to change a shoe in the course of a race. Of course, we know the contrary arguments that will be advanced regarding the physical skill and strength involved in the other sports, but they are founded on the idea of making the machine and not the man the master, while the rule permitting a change of motorcycles makes the motorcycle merely an implement of man's sport, similar to the bat or tennis racket, which we believe is the correct view and the one which will serve the best interests of the sport.

We have seen three of four motorcycles in one race go wrong, and the race thus made farcical; we have seen men put out of contests by the recklessness of rivals; we have seen a motorcyclist ride a glorious race for nearly four hours and with victory sure, we saw him brought down solely because the cement track wore out his tires. It would be a pretty poor rule that would rob such men of chances for victory or the fruits thereof, and that would make the foundation stone of a sport not man's prowess but the caprice of the implement that he might use.

In the expanding world of motorcycling there is room for some education along these lines. There's a lot of skill and courage and finesse required in motorcycle racing and these are fine human qualities that should be encouraged and rewarded. They should not be subjugated to a mere mass of metal.

Touching upon the matter of the lightweight type motor bicycle, which is held to be such a desirable acquisition, it is a matter of congratulation that the tide of design has been setting in the other direction thus far. With the tendency to an increase in power has come also the tendency to make every part strong enough to withstand any strain which might be put upon it. Had the trend been toward the production of light machines alone, the makers' rivalry might have worked incalculable harm in developing unstable types. The truly "popular type" of motor bicycle is very desirable. But the makers who are working along broad, safe lines, are acting the part of wisdom.

CORRESPONDENCE

Suggestions for the Manufacturers.

Editor of the *Bicycling World*:

In your issue of August 17, page 640, I noted an article entitled: "Wants Two Speed Gears and Magnetos." I, myself, am of the same opinion and like to see the good word carried forward. Two speed gear; free engine, or in belt driven machines, an idler adjustable from the seat, are what is needed on mountain roads. My experience is that while one may have the belt well adjusted for fairly level roads, when coming to a steep hill, there is a tendency to slipping, so that with an adjustable idler controlled by a long lever from the seat, one can increase the tension by a notch or two, and when the hill has been covered relieve the belt to its normal tension once more. By this means one also may have a free engine. If one has to stop in a bad place or a grade, all he has to do is to relieve the belt tension, when the engine will continue to run idly, and when ready to mount merely tighten the belt again and the machine goes on without pedalling.

If our manufacturers instead of devoting so much time to the development of spring forks would only build spring frames instead, it would be just the thing, and I cannot understand why they do not do so. Without going further into details, I may say that before I rode a motorcycle, I rode a spring frame bicycle, and it is no exaggeration to say that on rough roads I could go faster than I can now with the engine-driven mount. A rigid frame is fairly "alright" for fine, smooth roads; but on rough roads, is not to be compared with a good spring frame. The trouble is that 90 per cent. of the riders have no idea what a spring frame is. Very truly, it costs more—but what is the difference so long as the proposition is a good one?

A suggestion in another line: Carburettor throttles should be so fixed that when coasting down hill, or when the spark is cut off, they should exclude the mixture from the inlet pipe and automatically open a side slot through which the entire engine could draw in cold air, thus saving fuel for the time being. This also, I believe, should be given attention by the manufacturers.

For another thing, I do not believe in having clumsy machines. They may be all right in level country, but when it comes to mountainous and rough roads a man has all he can do to handle a 125 pound mount, let alone a heavier one. There is much more wear and tear on a heavy machine, and it requires more power to climb hills and go over rough roads. A good machine should be built light, and powerful, of the very best material, and mounted on a spring frame over a long wheelbase—56 inches at least—and further, it should be built for everyday service, rather than to sell upon its looks. It should

always run smoothly. As for spring forks, travel slow or fast, as the case may be, but there is only one that I have seen that I really fancy, and that is the "Racycle."

It is high time for our manufacturers to make a more serviceable motorcycle. Furthermore, I hope to live to see such a one and ride it.

BENJ. ANZI, Trinidad, Col.

Plans to Make a "Safety" Motorcycle.

Editor of the *Bicycling World*:

Your editorial on "The Motorcycle Situation" shows that the sport has about reached its limit on present lines—at least from the manufacturers' standpoint. Just as in the old high wheel bicycle days, the coming of the practical safety, made the boom, so it is today in the newer field. The inventors have continued to improve the motorcycle until it is a pronounced success. This is true of every single make now on the market, and without exception. Booms cannot be engineered by the trade. Already it has exhausted the present market. But if we can develop a "safety" motorcycle, practical for ladies and light for non-athletic men and boys—then will be unfolded a dozen or even a hundred times larger than the present demand. Then, indeed, will be some danger of a boom. Then will be danger of accidents through carelessness or misuse, and the usual craze, which will be in danger of giving the motorcycle a temporary setback. But ultimately there will be plenty of use for this, the most wonderful little steed ever imagined.

The present manufacturers should avoid overproduction because an enormous boom is coming, yet in a different sense from what many expect; and the men who have blazed the way ought to be the ones to get the benefit of their hard work, and the risks they have run thus far. High powers on heavy machines are all right in the right place. The great mass of people will want an easy going, easily handled machine, simple and safe—one that they can sit down on, not climb up on to. They will want one that they can start from a standstill, and which will not require pedalling or running with to start. The two-speed gear is showing the way partly, but radical changes are necessary throughout the whole machine.

I am 50 years old and have waited for such a machine. I am now putting a two-speed gear on my machine which is light, but neither light enough nor powerful enough, nor even sufficiently readily handled. While this is being altered, I have bought the most successful 1904 machine, because it is a light run-about, rather than a finished article for the young bloods. From this, I propose to make for myself the said "safety" motorcycle—light, speedy, and perfectly under control. Meanwhile, I have reason to know that more than one manufacturer is sitting up and taking notice that he must do something different in order to get his share of

COMING EVENTS

August 31, Atlantic City, N. J.—25-miles Industrial Handicap and 5-miles Young American Handicap, under auspices Atlantic City Wheelmen and with the patronage of the Cycle Manufacturers' Association and Cycle Parts and Accessories Association.

August 31, Brooklyn, N. Y.—Boston Bicycle Club's 432 run to Boston.

August 13, Reading, Pa.—Challenge motorcycle races at Shillington Park.

September 2, Brooklyn, N. Y.—Century Road Club of America's 25-mile Cycle Path Handicap (outlaw auspices).

September 2, Boston, Mass.—Labor Day meet at Revere Beach saucer track.

September 2, Buffalo, N. Y.—Bicycle and athletic meet at Kenilworth Park track.

September 2, Springfield, Mass.—Societe Artisans de Francaise-Canadians' five-mile motorcycle race.

September 2, Milwaukee, Wis.—Milwaukee Cycle Racing Club's 12-mile handicap road race; open.

September 2, Birmingham, Ala.—Birmingham Motorcycle Club's track meet at Fair Grounds.

September 9, Los Angeles, Cal.—Los Angeles Motorcycle Club's open race meet.

September 19, Wilkes-Barre, Pa.—Wilkes-Barre Motorcycle Club's open race meet at Driving Park track.

September 12, Boston, Mass.—League of American Wheelmen, annual meeting of the National Assembly.

September 12, Baltimore, Md.—Municipal Games Association's track meet at Patterson Park.

September 13, Boston, Mass.—Boston Bicycle Club's annual "Wheel about the Hub."

September 14, Richmond, Ind.—Richmond Bicycle Dealers Association's third annual 15-mile handicap road race; open.

September 14-15, Chicago, Ill.—Chicago Motorcycle Club's second annual 350-mile endurance run and hill climb.

September 15, Brooklyn, N. Y.—New York and Brooklyn Motorcycle Club's 200-miles economy test to Bridgehampton and return; open.

September 15, Valley Stream, N. Y.—West Harlem Wheelmen's 2-mile National Cycling Association's road championship.

that "new business" which is absolutely necessary to steady progress in any line. Nothing can help more than a fraternal exchange of ideas and experiences instead of cut-throat competition. It has proved so in other trades, businesses and professions.

F. A. M. No. 3.

MOTOR CARS AID MOTORCYCLE MEET**Uniquely Used to Make Muddy Track Safe****—Kellogg, Klein and Goerke Cause****Excitement at Philadelphia.**

Philadelphia had its first good taste of motorcycle racing on Saturday last, 24th inst., and apparently relished it. The sport was provided by the Philadelphia Motorcycle Club, which after a rather quiet existence of two or three years, has been infused with new life. The meet was held on the Point Breeze track, a one-mile dirt oval. Admission was free, a small charge only being made for seats in the grandstand, but of the five or six hundred spectators who attended, a large majority remained out of the grandstand.

A heavy downpour during the night had left the track wet and soggy and though the sun beamed bright and strong for an hour or two before the time set for the first race, the course dried only in streaks and spots. It was in dangerous shape at 2 o'clock, and promised so much ground and lofty tumbling and bone breaking that the start was delayed while several almost prayerful conferences were held. Five automobiles really saved the day. While the conferring was going on most of the intending starters were cautiously "trying out" the track. Their travel wore a fairly dry strip about twelve inches wide in the center of the course. It gave someone a brilliant idea. Frank Shaw, the Philadelphia member of the F. A. M. Competition Committee, had come to the scene in his big Locomobile, and when it was suggested he readily agreed to test its capacity as a road roller. In it he circled the track repeatedly, thus widening the path made by the motorcycles. The experiment proved so happy that four other automobiles that were on the ground were requisitioned and for the better part of an hour they went around and around, overlapping each other's wheel tracks, thus squeezing the dirt dry and making a smooth and safe path about six or eight feet wide, the hot sun, of course, assisting. It was on this path that the races were run. At no time was it safe to ride within four feet of the pole; that part of the track remained treacherous throughout the day.

The meet was the Philadelphia Motorcycle Club's first essay in the racing game. It had not been widely heralded, and it was expected that it would prove largely a local matinee. All save one club race, however, was left open to all comers, but none fancied that President Betts and Secretary Wehman of the F. A. M., would come from New York to "lend a helping hand" or that outside "talent" would be attracted. When, therefore, Stanley T. Kellogg, of Springfield, Mass., and Walter Goerke and W. H. Wray, Jr., of Brooklyn, N. Y., entered some

surprise was caused. Wray did not appear on Saturday and while on some occasions, Kellogg and Goerke, as the two national champions, might be considered star attractions and drawing cards, there were those in Philadelphia who resented their intrusion and did not hesitate to say so. It placed E. C. Banes, the energetic little man who chiefly was responsible for the entry blank and the meet, in the uncomfortable position of being in a crossfire between the unrestricted entry blank and the objectors of certain of his club mates, who insisted that Kellogg and Goerke should not be permitted to ride machines exceeding $2\frac{1}{4}$ horsepower, although they had entered to ride 3's. In the interests of harmony, the two visitors consented to this arrangement, but in the solitary free for all event, in which they were privileged to use any mount, Goerke rode his 3 horsepower Indian, and as he was then beaten by Alex Klein, the local favorite, further objections vanished.

The story of the afternoon centered on these three men. They won everything: Klein, who is the Philadelphia agent for the Harley-Davidson, has a large and enthusiastic following, and as a result partisanship ran so high that it almost charged the atmosphere with "ginger." His followers fairly went wild for joy when Klein won, and once they almost boiled over and threatened an outbreak when they thought him subjected to an unfairness. Klein, a rather happy faced young fellow, straddled a fast machine and knew how to handle it. He has a fine crouching position, is "heady" and wide awake, and knows how to take advantage of opportunities. The way in after which being passed by Goerke he twice swung in behind and used his rival as a windshield until he himself caught his "second wind," and in turn passed Goerke, proved that he is wise to a fine art of racing that rarely is practiced. Klein is able to hold his own in any company and should be heard from again.

Klein began scoring in the very first event, the three miles novice. He won in a walk in 4:08 $\frac{1}{2}$. The fight was all for second place, and an exciting fight it was, too. John Benders (Harley-Davidson) came fast in the last lap and turning into the straight was five yards to the bad of Charles Sleifer (Harley-Davidson), but he gained with every revolution and nipped Sleifer on the very tape, being given the place by two inches.

Kellogg ($2\frac{1}{4}$ Indian) easily finished last in the next event, a one mile slow race, in which, of course, to finish last was the object. It was a long, dreary mile, which Kellogg crawled in 8:17 $\frac{3}{4}$, quickening at the end to shorten the agony. Three others started, but of the trio only Adolph Wickenick survived without pedalling or stopping.

Klein won another easy first in the 5-mile club championship for the challenge medal offered by Frank Shaw. He was never in danger. His time was 6:40 $\frac{1}{2}$. A. T. Wil-

son ($3\frac{1}{2}$ Simplex) was second, and Charles Sleifer third. It was in the fourth event, the five miles free-for-all, or "for special machines," as the program styled it, things began to sizzle. Eight men started, Kellogg, on a 5 horsepower twin Indian, and W. M. Murphy on a "double" Bradley; all others, including Klein and Goerke, rode "singles." Murphy came a most unaccountable cropper almost on the tape on the third mile and was never a factor in the race. Kellogg took the lead at the crack of the gun and was never headed. He covered the first mile in 1:15 $\frac{1}{2}$, the second in 1:12 $\frac{1}{2}$, and increased his lead in each succeeding mile. He won, easing up, by nearly a quarter of a mile in 6:02 $\frac{1}{2}$. But not a hand of applause rewarded him. The Philadelphians were too absorbed in the struggle between Klein and Goerke; their excitement increased with each lap, for the local idol and the New Yorker were "having it out" in hammer and tongs style. They passed and repassed each other a half dozen times, Klein twice saving his ground by tacking onto Goerke and sleighriding in his wake. Goerke was ahead on the fourth mile, but Klein was dogging him and closing the gap and the excitement was intense and, when on the last lap, he went by and won by two lengths, the crowd went wild. Kellogg, the winner, was totally forgotten in the hubbub. Goerke evened matters in the next race, five miles for single cylinders, in which there were eleven starters. He won handily in 6:18 $\frac{3}{4}$; Klein was second and A. T. Wilson third. Kellogg was trailing Goerke when he advanced his spark too far, his contact breaker box being thrown over the dead center and sticking there. Goerke and Kellogg in that order defeated Klein and Wilson in the 5-mile pursuit race, Kellogg "tagging" Wilson, but Klein still being in the running at the finish. Time, 6:28.

The visitors' victories had not pleased the assemblage, which was not in the best of humor when 13 riders lined up for the last event, 25 miles for single cylinders. Most of the 13 were beaten before they started; they were lapped repeatedly during the race. At the gun fire, Kellogg and Goerke immediately rushed to the front and in close company were leading Klein by about 50 yards at the end of the first mile; Sleifer and Wilson headed the rear guard, which was strung all over the track. On the second mile Kellogg broke a valve and left Goerke alone in his glory. Later Kellogg reappeared on a "twin," but was called off the track and retired gracefully. Goerke gradually increased his advantage and Wilson passed Sleifer and slid into second place. There was no change until the tenth mile, when Goerke went wrong and Philadelphia woke up again. The New Yorker's mishap left Klein in the lead and his partisans made the echoes ring. But Goerke knew the rules and after losing nearly two miles, he reappeared on a "single" which was manifestly much slower than the one

that had been disabled. His reappearance was a signal for demonstration. Klein's followers lost their heads. They didn't know or care what was the rule. But they did not want their favorite's lead endangered by Goerke's change of mount. They wanted Goerke called off the track, but Referee Betts merely shook his head, while Secretary Wehman, who was timing at the tape, was surrounded by an excited mob, led by a vociferous young man named Augustine, who was for pulling Goerke off his machine—that is, until it was gently suggested that some one might go to jail if an assault of the sort was made. In the hubbub, Frank Shaw, who is a seasoned veteran of the cycle path and had witnessed hubbubs before, and Walter Buck, a big clear-headed, forceful man, who served as starter and who will make a good referee, kept their wits. Klein was acclaimed every time he came around, while Goerke was jeered at—that is, until the 20th mile. At that point Klein's rear tire went soft and the jeerers forgot to jeer. Instead their faces fell and they hurried to make ready a fresh mount for him. He dismounted the next time around, but refused the new machine until he learned that the change was permissible. He lost about half a lap, but he had had a safe lead and won out in 33:36, while his now shamefaced shouters executed another danse de joy. They decided that the rule wasn't such a bad rule, after all. As always the point of view depends on whose ox is gored. Wilson, who had more than regained the lap he had lost to Goerke, finished second. Goerke was third, Sleifer fourth; the rest nowhere.

In an exhibition trial, made at the close of the day, Kellogg, on the 5 horsepower "twin" Indian, taking a flying start, flashed a mile in 1:03 $\frac{1}{4}$.

Two bicycle events were sandwiched between the motorcycle races—a mile handicap and a miss-and-out. In the handicap, W. R. Stroud and Dan J. Trotter gave away starts up to 220 yards, and though it was a good piece of handicapping, the field bunching gradually, the effort spent the scratch men. They were withing striking distance of the leaders in the homestretch, but could not raise the necessary gallop, the race going to the limit man, Midget Miller, in 2:21, in a blanket finish with F. W. Harris, Jr. (200) and Gordon Miller (200). In the miss-and-out a new wrinkle was tried in the form of motor pace, but the motorcyclist was slow in getting under way and did not get in front until after the first quarter. He might as well not have started. The nine cyclists paid no attention to him and made no effort to hang on. After the tail enders had been weeded out, the fight was between Trotter, Stroud, and G. W. Harris, who finished in that order, their wheels lapping. The summary:

Three-mile novice—Won by Alex. Klein, 3 Harley-Davidson; second, J. Benders, 3 Harley-Davidson; third, Charles Sleifer, 3 Harley-Davidson. Time, 4:08 $\frac{1}{4}$.

One mile slow race—Won by S. T. Kellogg, 2 $\frac{1}{4}$ Indian. Time 8:17 $\frac{3}{4}$. Second, Adolph Wicknick, 2 $\frac{1}{4}$ Indian. L. J. Spingler, 2 $\frac{1}{2}$ Curtiss, and W. Thiel, 3 Wanderer, disqualified.

Five miles Philadelphia Motorcycle Club championship—Won by Alex Klein, 3 Harley-Davidson; second, A. T. Wilson, 3 $\frac{1}{2}$ Simplex; third, C. Sleifer, 3 Harley-Davidson; fourth, W. Augustine, 3 Harley-Davidson. Time, 6:40 $\frac{3}{4}$.

One mile handicap bicycle race for the Wilson trophy—Won by Midget Miller, 200 yards; second, F. W. Harris, Jr., 200 yards; third, Gordon Miller, 175 yards; fourth, E. Reed, 125 yards. Time, 2:21.

Five-mile free-for-all—Won by S. T. Kellogg, 5 Indian; second, Alex Klein, 3 Harley-Davidson; third, Walter Goerke, 3 Indian; fourth, A. T. Wilson, 3 $\frac{1}{2}$ Simplex. Times by miles, 1:15 $\frac{1}{4}$, 2:27 $\frac{3}{4}$, 3:40 $\frac{3}{4}$, 4:51 $\frac{1}{4}$, 6:02 $\frac{1}{4}$.

Five miles, for single cylinders—Won by Walter Goerke, 3 Indian; second, Alex. Klein, 3 Harley-Davidson; third, A. T. Wilson, 3 $\frac{1}{2}$ Simplex. Time, 6:18 $\frac{3}{4}$.

Miss-and-out bicycle race, with motor pace—Won by D. J. Trotter, Stroud Wheelmen; second, W. R. Stroud, Stroud Wheelmen; third, F. W. Harris, Jr., H. B. Y. Cyclers.

Five-mile pursuit race—Won by Walter Goerke, 3 Indian; second, Stanley Kellogg, 3 Indian; third, Alex Klein, Harley-Davidson. Time, 6:28.

25 miles for single cylinders—Won by Alex. Klein, 3 Harley-Davidson; second, A. T. Wilson, 3 $\frac{1}{2}$ Simplex; third, Walter Goerke, 3 Indian; fourth, C. Sleifer, 3 Harley-Davidson. Time, 33:36.

One-mile exhibition by S. T. Kellogg, 5 Indian. Time, 1:03 $\frac{1}{4}$.

Planning New Saucer for Vailsburg.

Vailsburg may have a new eight-lap saucer track! Startling as this announcement may sound there is, nevertheless, ample ground for it, following a visit of Alexander A. MacLean, manager of the Revere saucer at Boston, to New York City. MacLean had a long conference with C. B. Bloemecke, while here.

MacLean wanted to secure the Vailsburg track for the remainder of this season and it was with that end in view that he came to New York this week. It was expected that Floyd McFarland would bring on the bunch of riders from Salt Lake City and run several Sunday meets this fall, but it has been found that the track is in such bad condition that it would not be worth the expense of repairing it for a few weeks of racing this fall.

Whether McFarland actually has a sublease on the property for next year, as it was reported he has, is a question that has not been satisfactorily answered. But in that event, it is thought that McFarland will be willing to surrender his option to the Boston promoter, if the latter wants it.

Mac Lean went over the ground care-

fully and found that the track is practically unfit for riding; that to repair it properly would involve almost as much expense as would be required to build a new saucer half the size. The grandstands are in excellent condition, but the bleachers will need attending to.

Mac Lean wants to tear down the old quarter mile board track and erect a modern eight lap saucer that would be as fast as the Revere, Salt Lake and Ogden saucers, and that would provide much more interesting sport to the spectators. His plan would be to conduct meets every Saturday night in Boston and the following day at Vailsburg.

Mac Lean states that he can secure the necessary backing to erect a new velodrome and that it is now up to Mr. Bloemecke. MacLean wants a three year lease on the property and has made the present lessee an offer; Mr. Bloemecke asked a week to consider the proposition.

Boston B. C. Run Starts To-day.

Will they all be there? Problematical, but Captain Walter G. Kendall is optimistic, as the numbers of riding members have already pledged their attendance.

It starts to-day—the 432d called run of the good old Boston Bicycle Club—at 10 a. m., from the Richmond Hill station in Brooklyn.

The veterans will ride the length of Long Island to Sag Harbor, about 115 miles, where the steamer will be taken across the Sound to New London, Conn.

This is the only part of the 230-mile trip that will not be made on bicycles, as the veterans will resume their mounts at New London and point toward Providence, R. I., 65 miles. From Providence the route lies to Boston, 50 miles, which it is planned to reach in time for dinner at Hendies's on the evening of the day of arrival. The "stay-at-homes" are expected to meet the party at dinner at the finish of the trip.

Entries for Chicago Endurance Run.

Some twenty entries have thus far been received by Chairman S. W. Fahrney, for the second annual endurance run and hill-climb of the Chicago Motorcycle Club. The contest will occupy two days, September 14 and 15, and will include a 350-mile run, embracing Milwaukee, Geneva, Algonquin, Aurora and Elgin. The first day's run will be of 200 miles, and the second will include a double hill climb over the Phillips and Perry hills at Algonquin.

MacLean and Collins Going Abroad.

Hugh MacLean, motor paced champion of America, and Elmer J. Collins, the young Lynn crack, will sail from Boston next Tuesday, 3d prox., for Europe. MacLean has a good contract to ride six paced races in Paris from September 15th to October 15th, with a guarantee of \$1,200 and \$1,500 if he wins. Collins is relying upon securing a contract when he arrives in Europe.

DE MARA'S NEW WORLD'S RECORD

Lowers Quarter-Mile Mark at Salt Lake City—Walthour Leads Lawson by One Foot in Five Miles.

Salt Lake City, August 21.—Iver Lawson and Floyd McFarland rode at the saucer track last night for the first time since their falls. The former was absent for ten days and McFarland had not ridden for two weeks. Both men found the game too fast to get in the money.

Lawson was defeated by Walthour in a five mile paced sprint race by a foot. The race was paced by Macdonald, Monroe, West and Hollister in the fast time of 10:12. Hollister took the four last laps at a fast clip and dropped the men two laps from home. Walthour was in the lead and on the last lap Lawson tried to go by. He started fast and it looked as if he would go around the champion pace follower, but found it harder work than he had bargained for. Entering the home stretch, Lawson gradually cut down the distance, but could not get by and was defeated.

McFarland met a similar fate in the three mile lap for cash-chasers. He rode well until the final sprint came, when nearly every rider passed the veteran. Kramer, after pulling Clarke for two laps, punctured his rear tire and had to drop out of the race, but took Clarke so fast that the latter caught the middle bunch and at the end of the first mile the limit men were overhauled. There was a fight for laps between Mitten, Monroe and Williams which kept up the speed of the race. Clarke went to the front on the last lap and won out in a hard finish with Hopper, who lost by two feet. Wilcox rode a good race and finished third, beating out Samuelson.

The half-mile invitation professional was a good race and proved a surprise by Wilcox beating out Hollister, Hooper, Pye and Samuelson, the latter four men finishing in the order named. Wilcox took the lead on the last lap and made a good sprint which landed the coin, in the fast time of 57 $\frac{1}{2}$ seconds.

Hardy Downing was disqualified after the finish of the second heat for slapping Pye, the Australian, in the face. Downing and Pye have been at swords' points all week, and the bad feeling culminated in the slapping episode.

One of the most interesting races ever seen on the local track characterizes the unlimited pursuit for "simon pures." Phil Wright was the feature. Early in the race Hollister caught Wright, but when he tried to pass Wright sprinted and Hollister dropped back. The latter tried to go by three different times, but the last time he worked so hard that he had to quit and was passed by DeMara. The performance brought the 5,000 people present to their feet, and they loudly applauded the plucky

Wright, who went on and won the race, after a hard ride, from Tommy Morgan, who cut DeMara out of the race in a game sprint. Wright rode 3 miles, 1 lap and 55 yards, in 7:14 $\frac{1}{2}$.

Walter DeMara broke the long standing world's quarter mile record in the first heat of the half mile handicap. The young San Franciscoan rode the distance from scratch in 56 $\frac{1}{2}$ seconds; the former record was made by Marcus Hurley in 1902 and stood at 57 $\frac{1}{2}$ seconds. Gus Duester won the final heat from the 70-yards mark. The summaries:

Half-mile handicap, amateur—Qualifants: DeMara (scratch), Hampshire (100), Taylor (55), Dulaney (90), La Belle (75), Duester (70), Morris (80), Mayer (50), Diefen-



NEW YORK BRANCH: 214-216 WEST 47TH ST.

bacher (25), and Hollister (35). Final heat won by Duester; second, Diefenbacher; third, Morris; fourth, Hampshire. Time, 0:57 $\frac{3}{4}$. (World's record broken in first heat by Walter DeMara in 0:56 $\frac{1}{2}$.)

Unlimited pursuit, amateur—Qualifants: DeMara, Dulaney, Morgan, Hampshire, Diefenbacher, Hollister, Broadbeck and Mayer. Final heat won by Wright; second, Morgan; third, Hollister; fourth DeMara; fifth, Mayer. Distance, 3 miles 1 lap 50 yards. Time, 7:14 $\frac{1}{2}$.

Half mile invitation, professional—Qualifants: Hopper, MacDonald, Samuelson, Wilcox, Hollister, Williams, Pye and Downing. Final heat won by Wilcox; second, Hollister; third, Hopper; fourth, Pye. Time 0:57 $\frac{1}{2}$.

Three mile lap, handicap, professional—Won by A. J. Clarke (scratch); second, N. C. Hopper (65); third, S. H. Wilcox (160); fourth, W. E. Samuelson (80); fifth, W. L. Mitten (180). Time, 6:00 $\frac{3}{4}$. Laps—Williams 9, Mitten 6, Munroe 3, Wilcox 2, Pye 2 and Clarke 1.

Five mile match, human pace—Won by R. J. Walthour; second, Iver Lawson. Time, 10:12.

KRAMER TOO SWIFT FOR WALTHOUR

Wins by a Runaway in Five Mile Human Paced Race at Salt Lake—Clarke Again a Winner.

Salt Lake City, Aug. 23.—More than 5,000 people crowded into the Salt Palace saucer last night to see the five mile match human paced race between Frank L. Kramer and R. J. Walthour. The Southerner had defeated Iver Lawson at the same style of racing earlier in the week and the crowd was divided in opinion about what Walthour would do to Kramer. After the race everybody was shouting for Kramer, for the national champion simply ran away from Walthour and won by the length of a stretch.

Four riders were put in to pace the race, Walthour taking the pace all the way, and Kramer hanging to him throughout until the last lap of the race, when he jumped on the lower turn and passed Walthour as if the latter was standing still. He gradually drew away from Walthour and won out in the fast time of 10:11 $\frac{3}{4}$, which time was three-fifths of a second faster than the five-mile race between Lawson and Walthour. Kramer sprinted his last lap in 11 $\frac{1}{2}$ and rode the last quarter in 24 $\frac{1}{2}$ seconds.

The two-mile lap handicap professional was one of the prettiest events of the season, and the fight for positions for the last four laps of the race brought about many changes. McFarland was pulling Samuelson to win, but the latter found it hard work to hang on, and when he was turned loose was unable to go ahead. Munroe, who started from the 185-yard mark, looked like a winner, but after winning seven laps in the race, he was overhauled by the back-mark men. Clarke started alone from scratch and caught his men without trouble. Hopper and Hollister rode a hard race and for a time it was all Hollister, who lost out by less than a foot to Clarke for first place. The summaries:

Quarter-mile open, amateur—Won by Walter DeMara; second, Rodney Diefenbacher; third, Hal McCormack; fourth, Parley Giles. Time, 0:29 $\frac{1}{2}$.

One mile invitation, professional.—Won by E. A. Pye; second, C. L. Hollister; third, W. E. Samuelson; fourth, N. C. Hopper; fifth, Fred West. Time, 1:56.

One mile handicap, amateur—Won by Ed. Mayer (70); second, Al. Crebs (95); third, H. LaBelle (135); fourth, Walter DeMara (scratch); fifth, Rodney Diefenbacher (35). Time, 1:53 $\frac{1}{2}$.

Two mile lap handicap, professional—Won by A. J. Clarke (scratch); second, C. L. Hollister (10); third, S. H. Wilcox (85); fourth, W. E. Samuelson (70). Time, 3:52 $\frac{3}{4}$.

Five mile match, professional—Won by Frank L. Kramer; second, R. J. Walthour. Time, 10:11 $\frac{3}{4}$.

LEEDS AND LATIMER A SURPRISE

Their Time in Atlantic City Wheelmen's Road Race Created Suspicion—Leeds Won Out in the Sprint.

George Leeds and Lewis Latimer uncovered two big surprises when they finished first in the 15-mile road race promoted by the Atlantic City Wheelmen, at Atlantic City, N. J., last Sunday, 25th inst. Leeds and Latimer had been given the handicap limit—seven minutes—and they made good the lead by finishing miles ahead, so far in front that there was a suspicion that they had been paced by automobiles. Although the judges smelled their clothes immediately after the finish they could detect no scent of gasoline, so the riders were given the benefit of the doubt. Leeds beat Latimer in the sprint.

Thirty riders started, but only about half the number finished, for the strong head wind that swept over half of the course caused many hearts to quail soon after the start. The riders agreed that it was the hardest wind they had ever pedalled against.

The biggest surprise of the day occurred when Fleming Hewitt, a Pleasantville rider who essayed to ride from scratch for the first time, beat out the old cracks like Stroud and Van Doren. Hewitt, the new crack, simply was faster than they and that is all there is to the story. Richard Hemple rode in his usual hard luck. After covering 8 miles his chain slipped off and by the time he fixed it the other scratch men were almost out of sight. With characteristic Dutch grip Hemple remounted and after a long and hard stern chase finished for fourth time prize. Here is the way the riders finished:

1, George Leeds (7:00); 2, Lewis Latimer (7:00); 3, R. Nelson (4:00); 4, Frank Hemple (3:00); 5, L. J. Grogan (3:00); 6, William Reed (4:00); Major Reed (6:00).

Time prize winners—1, Fleming Hewitt, Pleasantville W., (scratch), 41:33½; 2, W. R. Stroud, Stroud W., (scratch), 41:33½; 3, Charles A. Van Doren, Atlantic City W., (scratch), 41:34; 4, Richard Hemple, Atlantic City W., (scratch), 42:27½.

Bicycle Meets in Formosa.

"Bicycling is very popular with both the Japanese and Chinese residents here," writes Consul Julian H. Arnold, from Tainusi, Formosa. "Bicycle meets in which Japanese and Chinese participate are held twice each year in the capital city. An advertising agent would have undoubtedly found good material in the picture which the last meet here presented. Besides Chinese, Japanese, and foreign spectators lining the circular track upon which the Japanese and Chinese contestants were racing their wheels, there were about fifty tattooed faced savages of the head-hunter tribe. Some of the chieftains were decorated and orna-

mented much after the fashion of the American Indian. There were many American-made wheels to be seen in this meet. During the year 1906 there were imported 320 bicycles; of this number only 8 are put down as imported from foreign countries; the other 312 were imported from Japan, the majority being American-made wheels. There are no dealers here importing from America direct. Exporters must convince the local dealers that they can save by importing directly from the United States, in which event I am quite sure that the number of American made wheels coming into this market will increase. The cities here are provided with good, wide, well-paved streets. The roads into the country are being continually improved. There are no carriages nor tram cars in use in the island, hence cycling holds a strong position."

Origin of the Harley-Davidson Name.

Although very many of those familiar with the cycle racing stars of but a few years since, fancy that the Harley-Davidson motorcycle takes its name from Harley Davison, the once famous Canadian cyclist and skater—a statement to this effect recently having been published—such is not the case. The title of the Milwaukee made machine properly is a hyphenated title, made up of the names of its designer, Wm. Harley, and the Davidson brothers, who, with Mr. Harley, are engaged in its manufacture.

Carter Heads Lafayette Wheelmen.

Wilbur L. Carter was elected president of the Lafayette Wheelmen, of Baltimore, at its annual meeting last week. The other officers chosen were: Albert F. Bennett, secretary-treasurer; Louis H. Goldberg, assistant secretary-treasurer; Edgar R. Boehm, captain; Howard L. Cole, color bearer; Harry E. Boehm, first lieutenant; William L. Carter, second lieutenant, and Bernard J. Logue, manager of races.

Wilkes-Barre to Hold a Meet.

On September 19th, the Wilkes-Barre Motorcycle Club will hold an open motorcycle race meet on the Driving Park track at Pennsylvania's "Keystone City." The events will comprise a one mile novice race, a two mile local, a 25-mile handicap and a five mile open race.

L. A. W. to Assemble at Boston.

In connection with the annual "Wheel Around the Hub" of the historic Boston Bicycle Club, the League of American Wheelmen will convene the annual meeting of its National Assembly. September 12th, has been fixed upon as the date of opening.

Good Book for Motorcyclists.

"The A B C of Electricity" will aid you in understanding many things about motors that may now seem hard of understanding. Price, 50 cents. The Bicycling World Co., 154 Nassau Street, New York City. †

HASTINGS HAD A PERFECT SCORE

Sole American in British Six-Day Reliability Trial Finished Well—Incidents of the Contest.

Cable despatches from Theodore K. Hastings, the New York motorcyclist, who, with his 4 horsepower twin cylinder Indian, was the sole American representative in the British Auto Cycle Club's six day reliability trials, August 19-24, state that he finished the contest with a perfect score. This sole crumb of information was contained in a message sent from London, where the run was concluded, under date of last Monday. A previous despatch had announced his qualifying on Friday, the fifth day. As told in last week's Bicycling World, the first four days of the trials, comprising something over 660 miles, had been covered successfully, the tourists having gotten as far as Cardiff, South Wales.

Friday's run, from Cardiff to Gloucester, totaling 170½ miles, involved some 30 miles of travel over the rough mining districts of the south country to Abergavenny and so to Hereford, which proved too severe for the tires of more than one of the contestants. Hastings' fifth cable announced that he had been among the number and had suffered some little delay in consequence. Leominster, Worcester and the long stretch to the little village of Burford, were covered in up and down hill fashion, and so the half circuit back to the night stopping place at Gloucester.

Saturday's run included an early climb of the famous Birdlip hill, which is one of the most noted local climbs, then a drop by way of Bath to Winchester, in the South, and a return by way of Farnham and Bagshot to Hounslow, on the fringe of London, and some dozen miles from the heart of the city. The total mileage for the day was 168¾, thus completing the prescribed total of 1,002 for the week.

Press despatches from London, received early in the week, state that of the 36 original entrants, to which were annexed two added starters, 36 actually commenced the contest. Of these, 31 rode motor bicycles, and 5 tri-cars. Of the bicycles, 17 were fitted with twin-cylinder engines, and 22 had magneto ignition. All five of the entering tri-cars were driven by twin-cylinder motors, and one only was equipped with magneto. The official weighing-in and listing of the competitors took place on Saturday, 24th inst., and occupied nearly the whole day. At the start, on Monday morning, the competitors were sent off in batches of five. The scoring was in accordance with a point system, brakes, convenience, hill-climbing power, accessibility and condition of the mechanism at the conclusion of the test, constituting the features considered of merit.

ELMIRA, N. Y., July 15, 1907.

ROYAL MOTOR WORKS, Inc.

WORCESTER, MASS.

Gentlemen:—

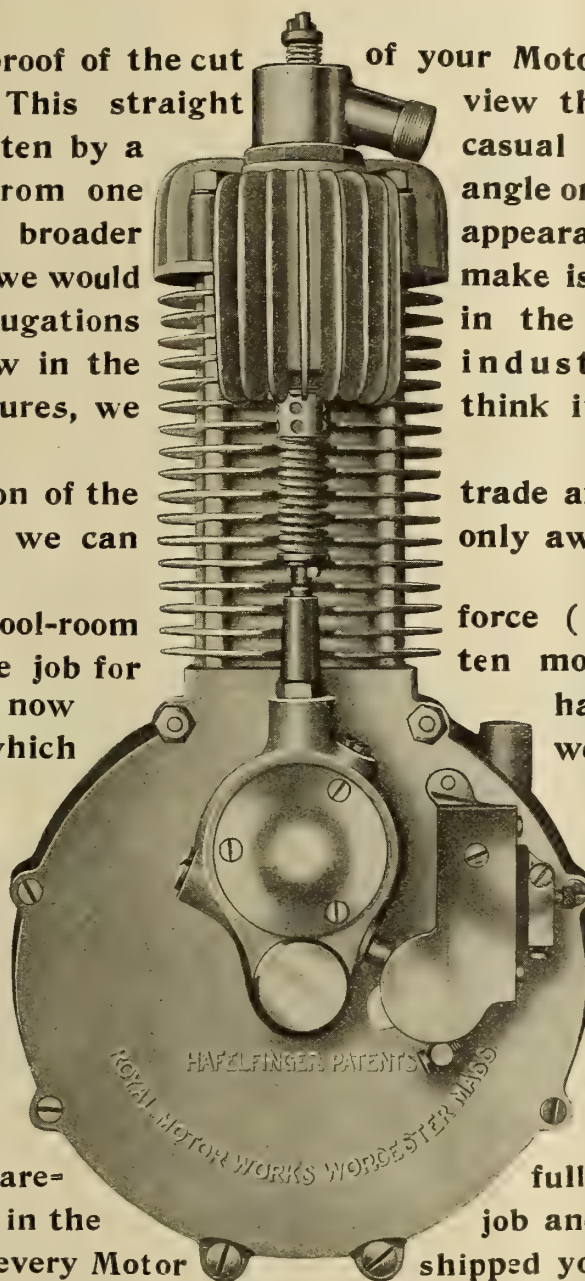
In regard to the proof of the cut is a perfect likeness. This straight ever, is one seldom gotten by a as they see the Motor from one the cylinder a much broader

Another criticism we would the showing of the corrugations tions being entirely new in the Hafelfinger's latest features, we showed them.

As to the appreciation of the the work in the Motor we can bound to come.

The cream of our tool-room celled) has been on the job for their labors is that you now producing these goods which anywhere.

The optional named in the contract by 50%, producing interchangeable parts ing this length of time Jigs, Reamers, Gang we have been able to get Motors at leisure and inspect very slowly and care=hurry-up item anywhere in the part of it. Furthermore every Motor horsepower and better, and every one to be shipped you will have this rating.



of your Motor, would say that same view through the flanges, how-casual observer of the machine angle or the other usually, giving appearance.

make is that this view prevents in the flanges; these corruga-industry and one of Mr. think it would be well if you

trade and riders of the quality of only await the results, which are

force (which we believe unex-ten months and the result of have here an equipment for we believe unequalled

maximum delivery we can easily exceed absolutely accurate and continuously. In devot-to the manufacture of Milling Cutters, etc., in the material for the to work up same and

fully; there is not a single job and we can vouch for every shipped you has been tested to $2\frac{3}{4}$

Yours very truly,

ECLIPSE MACHINE CO.,

RALPH D. WEBSTER, Secretary.

P. S.—The Royal people having requested our permission to use the above letter, we take pleasure in giving it the widest possible publicity.—E. M. Co.

HARDY JACKSON WINNER AT LAST

Veteran Colored Cyclist First in C. R. C. A.
Ten-Mile Road Race—Sherwood
Wins a Scratch Race.

After waiting 15 long years, during which time he has been most assiduously plugging along, victory came to Hardy A. Jackson, the most assiduous colored cyclist in Greater New York, last Sunday, 25th inst., at Valley Stream, N. Y. And victory tasted as delicious as an ice-cream-chicken-watermelon feast to Jackson, take his word for it. The great home trainer, meet promoter, rider, dealer, prize donor and leading spirit of the "International Cycling Association of New York City, N. Y., U. S. A.,"—which, by the way, is composed of Jackson, an Italian, German, Frenchman, American and just a mongrel—won the 10-mile handicap road race promoted by the Long Island division of the Century Road Club Association.

There is no question about Jackson's victory. He won, and in a most picturesque finish, his lean ebony frame leading a bunch of twenty riders across the tape in a soul-stirring finish.

Jackson is 34 years old and has been riding a bicycle for over fifteen years. He had never won an open race, and that is why the handicapper was kind to him last Sunday, giving him 4 minutes, next to the limit—Jackson's bunch overhauled the long markers before the turn, 5 minutes out.

About a half mile from the finish some one jumped out and the rival of "Major" Taylor got on his rear wheel. When the leader tired after making his sprint, Jackson saw his opportunity and, ducking his kinky "haid" he raced for the tape an eighth of a mile beyond. His toothpick like legs hammered away at the pedals like they meant to get there, and they did, about a length in front of Maurice Van Dendries, who had started from the three minute mark. George Henry, the model "Tiger," was only a half length behind, with Schuster, Chris Kind and Rosenblum working overtime.

It was a great race and was marred only by a disagreeable incident before the start, when the rank discrimination shown by the promoters, when they refused to accept the entry of Charles Mock, the old road veteran, caused a lot of ill feeling. After a lay-off of one year, Mock decided to get back in the game, having made his peace with the National Cycling Association by disproving the charge against his amateur standing. He is going "great guns" and this fact may or may not have been known to the promoters. At any rate, they refused to accept Mock's entry and as a result Sherwood, Bizarri and Wm. Vanden Dries refused to ride. The Eiflers had a little family party, but it didn't land the time prize. Nerent and Schlosser seemed

to be the only ones of the scratch men who wanted to set any kind of pace, and Maurice Vanden Dries, who finished second, ran away with the plum, in the fast time of 25:32½, while George Henry got second. The record is 24:08, held by Henry Schafer, of Dunkirk, N. Y. The summaries:

Pos.	Rider and Club.	Min. Hdep.	M. S. Time.
1	Hardy Jackson, I.C.C.A....	4	26:32½
2	M. Vanden Dries, N.Y.C....	3	25:32½
3	G. Henry, Tiger W.....	3	25:32½
4	J. Schuster, C.R.C.A.....	4½	27:02½
5	C. Kind, Edgecombe W....	3½	26:03½
6	M. Rosenblum, Roy W....	4	26:33½
7	G. Schuber, C.R.C.A.....	3½	26:03½
8	Elias Kahn, Roy W.....	4½	27:04½
9	D. Wollenschlager C.R.C.A.	4	26:44½
10	R. Kelly, C.R.C.A.....	4½	28:24½
11	G. Glunz, C.R.C.A.....	3	27:13½
12	N. Kind, Edgecombe W....	3½	27:43½
13	L. Card, C.R.C.A.....	4½	28:43½
14	R. Hughes, Edgecombe W.	4½	28:44½
15	R. Hughes, Edgecombe W.	2½	27:13½
16	F. Bauldauf, C.R.C.A.....	2½	27:13½
17	F. Mehrman, C.R.C.A.....	3	27:44½
18	J. B. Hawkins, C.R.C.A....	1	25:45½
19	H. Surman, Elizabeth	1	25:45½
20	Joe Eifler (scratch); 21, F. C. Grof, Jr., (scratch); 22, Charles Nerent (scratch); 23, Charles Schlosser (scratch); 24, Sylvester Peterson (3); 25, William Fuchs (2½); 26, Joe Montano (4); 27, Henry Kest (3½); 28, J. Rosen (4½).		

Time Prize Winners.		
1	M. Vanden Dries, N.Y.C....	3 25:32½
2	G. Henry, Tiger W.....	3 25:32½
3	J. B. Hawkins, C.R.C.A....	1 25:45½
4	H. Surman, Elizabeth	1 25:45½

Charles Sherwood, Charles Mock, Charles Nerent, William Vanden Dries and Anthony Bizarri entered a scratch race that was gotten up after the finish of the other event. The distance was supposed to be ten miles but either this bunch went more than the distance or the riders in the other race did not cover all of ten miles. At Lynbrook on the return trip Vanden Dries was run into by an automobile. He received a few minor bruises, but otherwise was unhurt, although his bicycle was broken and Mock won the final sprint from Nerent with Bizarri third. Sherwood finished fourth on a flat tire. Time, 27:19½.

Bicyclists of the Italian Army.

Bersaglieri is the designation of the crack command in the Italian army. The name signifies "marksmen," but the members of the command, who disdain as a rule to fraternize with members of other regiments, are much else in addition to being marksmen. They are athletes, trained to physical endurance in every possible way, and able to march all day on foot at a pace equal to that of the cavalry. Popularly they are known as the "Black Devils of the Italian Army." In recent years a part of each regiment in the corps has been equipped with bicycles of special construction, made in sections so as to be taken apart and carried on the back when their use is incompatible with the requirements of the march. One of the regular drills of the bicycle contingent consists of climbing posts and ropes, carrying the bicycle and kit on the back.

"MAJOR" TAYLOR DEFEATS POULAIN

He Closes His European Career in Triumph at Paris—Last of a String of Brilliant Victories.

"Major" Taylor ended his European tour in a blaze of triumph on Tuesday, 21st inst., at the velodrome Buffalo, Paris, by decisively defeating former world's champion Poulain in two straight heats. His victory on that date was the last of a string of brilliant wins and now the American negro announces that he will retire. In a statement to the Paris press Taylor said that his only reason for returning to the game this year was to square himself with the Parisian managers, with whom he had broken a contract and to trounce the best sprinters in the world. Now that he has accomplished both objects, he says he hopes he will be let live in peace at Worcester, his home in Massachusetts.

That Taylor wished to quickly end his last match against Poulain was apparent in the first heat, for when the negro jumped and caught Poulain, riding him to a standstill, it was the opinion that the rejuvenated crack never rode better in his life. Poulain lost the heat by an open length. In the second heat Taylor ran away from the Frenchman, and won by four lengths. Floyd Krebs finished second in the international scratch race, being beaten by one wheel by Hourlier.

At Brussels, on the 19th inst., Taylor and Poulain met in a three heat match. Taylor won the first heat by a half length. The second heat resulted in a real finish, Poulain leading the negro over the tape by less than three inches. Taylor won the third heat sitting up.

The negro crack was pitted against Poulain and Friol at Paris on the 15th inst., but he made good. Taylor beat Poulain by a half wheel in the first heat, Friol finishing seven inches behind. Friol's jump netted him the second heat by three lengths, but Taylor won over Poulain for second. Taylor won the third, and final heat by a half length from Poulain, giving him the victory with 4 points; Friol and Poulain tied on points, each scoring seven. Tous-saint won the handicap with Floyd Krebs second and Joe Halligan third.

Nat Butler finished third in the Grand Prix of Hanover on August 18th. The event was won by Bruni, with Dickentmann second.

A. C. Spain, the former negro amateur, competed in the gold cup of Nuremberg on August 18th. Spain finished fourth in the final classification by points.

Menus Bedell was second in the final classification of the paced races at Spandam, Berlin on August 18th. Dussot finished first in all three heats, while Butler was second in two, and captured the third place in another.

Again reverting to endurance contests
and the showing of the
Morrow

— Just Read This: —

St. Paul, Minn., August 17, 1907.

ECLIPSE MACHINE CO.,
Elmira, N. Y.

Gentlemen:-

We note in your ad. in the Bicycling World, you mention the fact that the winning machine of Class B in the recent endurance contest was equipped with the Morrow Brake. We wish to call your attention to the fact that the three "WAGNERS" entered in the recent Los Angeles to Frisco one thousand mile endurance contest all of which finished with perfect scores, were equipped with the Morrow Brake. These three machines were three out of six perfect scores obtained by their riders out of a field of 22 starters. Our riders did not experience any trouble of any kind with their Morrow Brakes and were not compelled to make a single adjustment on the entire trip. In view of the fact that the route followed on the round trip necessitated the crossing of three mountain ranges and several ranges of foot hills with grades 15 to 20% and three to seven miles in length speaks well for the Morrow Brake. We remain,

Very respectfully yours,

WAGNER MOTORCYCLE CO.

**People in the trade know what to select. Their
experience makes it easy for you to select.**

Eclipse Machine Company,

Elmira, N. Y.

MOTORCYCLE LAW IN CONNECTICUT

New Regulations That Go Into Full Effect on Sept. 1—The Elastic Provisions in Relation to Speed.

The new Connecticut motor vehicle law, which goes into effect on September 1, while dealing principally with automobiles, also controls the use of motorcycles in the State. The registration instead of being perpetual as heretofore, must be renewed each year, the fee for the motorcyclist being \$1. Non-residents may use the roads of Connecticut for not more than ten days at any one time without a Connecticut registration, provided they are registered in their own State and carry the registration number of the latter. But in other respects they are answerable to the provisions governing speed and the like, and if convicted must not only pay the fines, but must at once be registered under the Connecticut law.

The "open muffler nuisance is prohibited, the law stating specifically that mufflers must be kept closed.

The law abolishes the speed limits that have been in effect, and provides only that the pace be "reasonable and proper, having regard to width, traffic and use of highway," except that a speed of over 25 miles per hour for a distance of one-eighth of a

mile shall be considered prima-facie evidence of reckless driving.

Justices of the peace have jurisdiction, but the defendant has the right of appeal. For reckless driving, failing to stop on signal from a driver of a horse or other animal, failing to slow down and sound a horn or bell at dangerous crossings, bridges or sharp turns, or for driving on the highway when intoxicated or in a race, or on a wager, the maximum fine for a first offense is \$200 or imprisonment for not more than 30 days, or both, and for a subsequent offense it is \$500 or imprisonment for 60 days, or both. Violations of the other provisions, relating to registration and the display of numbers, are punishable by a fine of \$100 or 30 days in jail, or both.

A rider may tender his motorcycle for bail, if it is of sufficient value to cover the probable fine. The fines that are collected under the act, as well as the registration and license fees, go toward road improvement. Riders who have been previously registered under the Connecticut law will be assigned their old numbers.

A brief summary of what the law requires of the motorcyclist may be given as follows:

Application must be made to the Secretary of State at Hartford for a registration blank.

When blank is properly filled out, \$1 must be forwarded with it for registration and license.

Upon being assigned a registration num-

ber, the latter is to be displayed on the machine, preceded by the State initial, "C," in figures at least 1 inch high, either painted on the machine itself or on an attached plate or marker.

The muffler must be kept closed at all times.

The speed must not exceed 25 miles per hour.

Horn or bell must be sounded on approaching a crossing, bridge, sharp turn, or steep descent.

The machine must be brought to a stop on signal from the driver of a horse or other animal.

London's Army of Cyclists.

During the recent August Bank Holiday, no fewer than 4,600 bicycles were booked at Liverpool street station in London. When it is considered that this is but one of a dozen great railway terminals in the Greater London and vicinity, it is possible to conceive something of the extent to which the bicycle is employed there.

St. Joseph to Have Motorcycle Cops.

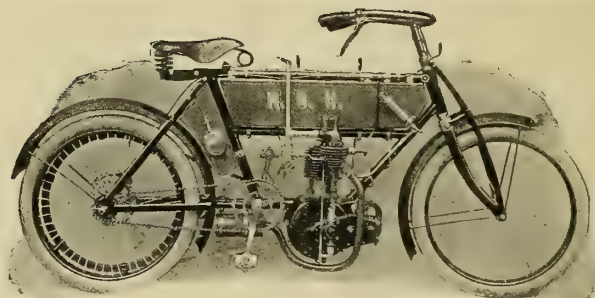
Erring and speed-loving motorists of St. Joseph, Mo., will hereafter have to deal with the motorcycle policeman. A recent decision of the local board of police commissioners has sanctioned the purchase of a trial equipment of two machines, fitted with speedometers and otherwise up to the very latest standards of completeness.

OF COURSE!

you would naturally prefer a machine which has given abundant evidence of its merits in International Competitions in all parts of the Globe, to one which makes an occasional success in minor events. That is one reason why more than 10,000 riders have chosen the

N.S.U.

Firms interested in the N. S. U. Agency should communicate at once with our representative, who is at present in the States: Mr. E. Kicherer, care Mr. J. F. McLaughlin, 148 East 49th Street, New York City.



N. S. U. SINGLE CYLINDER WITH GIRDER FORKS

SOME LATEST SUCCESSES

Dumfries M. C. C., June 14th

N. S. U. - - - 1st, 2d, 3d

Herkimer M. C. Events

N. S. U. - - - 1st in Class I.

N. S. U. - - - 2d and 3d in Class II.

N. S. U. - - - 1st in Class III.

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148 East 49th St.

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T H E L I G H T

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**The Kind
That's Right**

**We Deliver on Receipt
of Order**

MOTORCYCLE DEPT.

**Light Manufacturing
& Foundry Company**

POTTSTOWN, PA.

Paced from the Rear by a Cow.

A cow which evidently thought Livio Maggini's gaily colored racing suit had designs on the life of her newly born calf, aided him in getting across the tape first in the five-mile handicap at San Jose, Cal., on Sunday, 18th inst. Maggini and "Fat" Bryant started in the race with a handicap of 1:15 over William and Charles Chaboya. The brothers rode "all in" and had almost overtaken Maggini and Bryant, when a cow grazing by the roadside spied the leaders pink and red racing suits. She put down her horns, stuck her tail in the air and gave chase. Hearing the thudding of hoofs and an angry bellow behind them, Maggini and Bryant looked around—then they forgot that they were tired. Maggini won from Bryant, and the latter beat the cow. Time, 13:65. Charles Chaboya finished first for time prize, riding the distance in 13:30. He leads in the gold bar contest inaugurated by the Garden City Wheelmen and Motorcycle Club, having 10 points, Maggini and Inman have 3 points each.

Teams for Six-Day Race in Boston.

Boston will have a six day bicycle race in November, the date selected being the 6th to the 11th, inclusive. Alex. MacLean, the Revere Beach manager has leased the Park Square skating rink and will build an eight lap track, upon which meets will be held all winter. The riders will go 10 hours a day in the long grind and although the date has only just been announced several teams are assured, as follows: R. J. Walthour, Matt Downey; Joe Fogler, James F. Moran; Walter Bardgett, Pat Logan; A. W. MacDonald, Floyd Krebs; and Elmer J. Collins, George Wiley. It is the intention of Manager MacLean to secure several foreign teams, as he thinks he can persuade the European riders to make their trip earlier than usual and train for the New York 6-day race at the new Boston indoor track.

Marsh Meet for Fall River.

Mr. Marsh's National Association of Motorcyclists, which that gentleman-with-a-grievance "organized" simply by printing that title on a sheet of paper, is to hold its "annual meet" at Fall River, Mass., on Labor Day. Mr. Marsh's "national championships"—whatever they may be—are to be decided on that occasion. His chief salesman lives in Fall River, when he is at home, and has made the necessary arrangements for the meet.

Chaboya a Victim of Shrimp Salad.

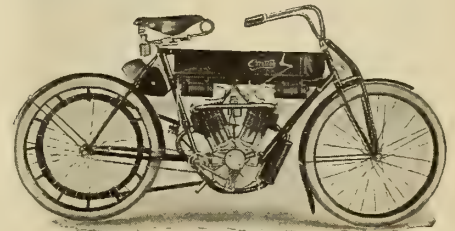
Shrimp salad, which he ate at noon Wednesday last, 21st inst., almost resulted in the death of William Chaboya, one of the fastest riders of the Garden City Wheelmen, San Jose. Chaboya was taken violently ill after eating the salad and heroic measures were all that saved him from dying by ptomaine poisoning. He will recover.

It Isn't LUCK

that the One

Curtiss Motorcycle

entered in the Endurance Run won the **Diamond Medal, highest award** for multicylinder motorcycles, maintaining the best average for reliability, hill-climbing and economy against a field of six other American and six foreign machines.



It Isn't LUCK that the **Curtiss** in the 30½ cubic inch class in the speed trials, with heavier riders, won **FIRST** and **SECOND**, beating its nearest competitors with equal cylinder capacity by seconds, and making a **WORLD'S RECORD** by a mile in 56½.

It Isn't LUCK that in the 61 cubic inch class the **Curtiss Double Cylinder** won easily.

While the same applies to the hill-climbing and track events where Curtiss machines fully demonstrated their superiority.

Write for our Booklet
"Achievements"

G. H. Curtiss Mfg. Co.
HAMMONDSPORT, N. Y.

WHY
IS IT
THAT
75
Per Cent.
of the
Motorcyclists
of this Country
RIDE
INDIAN
Motocycles
?
BECAUSE



Hendee Manufacturing Co.
Springfield, Mass.

To Look After Missouri Highways.

Feeling the need of cycling representation in the growing highway improvement movement, which actually owes its inception to the work of the early cyclists in this country, the St. Louis Cycling Club has appointed a highway improvement committee consisting of M. J. Gilbert, R. M. B. Tidd and George Lang, Jr., to follow out the work already accomplished locally in the improvement of city street conditions, and also to assist as far as possible in the improvement work which the state is carrying on. The last Missouri legislature appropriated \$500,000 for use according to the familiar "state aid" plan, by which the good roads fund is drawn upon dollar for dollar by the countries in proportion to their own contributions, in effecting local improvements. At present a state highway is in process of construction between St. Louis and Kansas City, and so great an amount of interest has been aroused in its growth that it is thought a second highway also will soon be under way.

Four Faithful Peoria Veterans.

Only four of the members of the old Peoria (Ill.) Bicycle Club, lived up to the traditions of the club and rode to the annual chicken dinner at Mossville, Ill., Wednesday, 21st inst., on their bicycles. Henry C. Morse, who rode a Star; Walter Mack Clark, on an old ordinary; Harley Kingsbury, on a Rambler, and Will Coleman, astride a solid tired Clipper of the vintage of 1880, were the faithful, and the odd quartet created somewhat of a sensation as they rode out of Peoria. They had the places of honor at the table for their fidelity. The balance of the veterans went to the annual "feed" in automobiles, motorboats, carriages, railroad trains and some on motorcycles. Thirty-four sat down to the feast, following which the annual election of officers was held. The vote resulted in choice of the following: President, Guy T. Mowat; secretary, C. P. Watson; treasurer, Marion X. Chase.

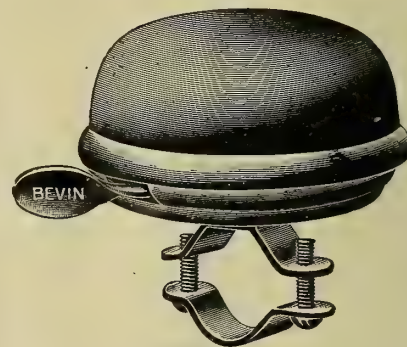
Reunion of Rhode Island Division, L. A. W.

Members of the Rhode Island Division, League of American Wheelmen, gathered last Saturday afternoon, 24th inst., at Boyden Heights, R. I., for a reunion and dinner. The meeting was advertised as a social gathering and ladies were invited, but owing to the rain only a few members and no women were present. Those who attended left Providence about 5 o'clock and dinner was served at 6 o'clock. After the bake had been attended to those present spent some time in talking over plans for a revival of the club, but owing to the few present it was decided to hold the business meeting some time next month at the call of the Chief Consul.

"The A B C of Electricity." Price 50c. The Bicycling World Co., 154 Nassau St., New York City.

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That Sell
Wherever
Bicycles are Sold

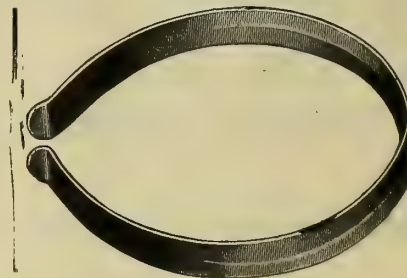
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Bevin Toe Clips



Bevin Trouser Guards



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such a varied selection that all purses can be accommodated.

Our catalog illustrates the various patterns.

Bevin Bros. Mfg. Co.

EASTHAMPTON, CONN.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

Incorporating THE WHEEL, the AMERICAN CYCLIST and the MOTORCYCLE MAGAZINE.

Vol. LV
No. 24

New York, N. Y., Saturday, September 7, 1907.

\$2.00 a Year
10 Cents a Copy



Sure!

Some bicycle tires must be better than others,
but there can be only one that is best of all.

Riders with a practical knowledge of the facts
have for many years admitted that

Indianapolis G & J Bicycle Tires

have no competitor in point of quality and long life.

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Jerome P. Parker Co., Memphis, Tenn., 181-183 Madison St.

SEP 12 1907

What Impression Will the Purchaser Get of the Wheel Equipped with Hartford Tires?

He wants the best for his money.

¶ If the dealer tries to sell him a high priced wheel — or even a low priced one — equipped with an uncertain, unknown tire, he's very liable to pass up the purchase of the whole wheel.

¶ If the dealer says to him "Equipped with Hartford Pneumatic tires" — he knows that the greatest rubber tire factory in the world is right behind those tires — and right behind that dealer to see that he — the purchaser gets a good guarantee of full value.

¶ The dealer who equips his bicycles with other than Hartford tires is running a great risk simply because no other tire can give the satisfaction to be found in Hartford tires because no other bicycle tire is so well made as Hartford Tires.

And please remember that all Hartford Tires are hand made.

The Hartford Rubber Works Co., Hartford Connecticut

NEW YORK, 88 Chambers St. and 1769 Broadway; CHICAGO, 83 Michigan Ave.; BOSTON, 494 Atlantic Ave. and 1020 Boylston St.; CLEVELAND, 1831 Euclid Ave.; DETROIT, 256 Jefferson Ave.; DENVER, 1564 Broadway; PHILADELPHIA, 138 North 10th St.; BUFFALO, 725 Main Street; ATLANTA, GA., 55 Auburn Ave.; LOS ANGELES, 1505 South Main St.; SAN FRANCISCO, 423-433 Golden Gate Ave.

Agencies: Pittsburg Rubber Co., Pittsburg; Gugler Electric Mfg. Co., Minneapolis; Geo. W. Perry & Co., St. Louis; Mercantile Lumber & Supply Co., Kansas City; F. P. Keenan Co., Portland (Ore.); Salt Lake Hardware Co., Salt Lake City; Compania Mexicana De Vehiculos, City of Mexico; Jerome P. Parker, Memphis, Tenn.

**“Read the Book of Nature
While Autumn turns the leaves”**

**The most beautiful season of the year approaches.
To enjoy its splendors without annoying
interruptions, the bicyclist should
have his mount equipped
with the luxury of**

Defender Special



New Oxford

**Kokomo Rubber Company
Kokomo, Ind.**

Pierce Cycles

offer greater value for the money than any other bicycle manufactured. They are built to justify the guarantee made by the manufacturers, which in turn justifies the purchase of PIERCE BICYCLES, for the purchaser is sure of the best of treatment thereafter.

Arrow Cycle



20-in.—22-in.—23-in.

WE offer the best selling proposition that has been offered to the trade in many years. The Arrow Cycle at \$25.00. Write for particulars.

This BICYCLE is the equivalent of any thirty or thirty-five dollar BICYCLE on the market. With the liberal policy of the Pierce Company behind this BICYCLE you cannot afford to be without it in your salesroom. You, undoubtedly, have handled a twenty-five dollar BICYCLE and know what it is to have a reliable firm back of it.

One feature of the Pierce Cycle Company is the quickness with which the repairs and replacements are made. We make every effort to be prompt in this particular.

The supply of 1907 on this model is very light; so be forehanded and place your orders at once.

The Pierce Cycle Company, 6-22 Hanover Street, Buffalo, N. Y.

F. A. BAKER & CO., New York, representatives for New Jersey and New England. THE UNION SUPPLY CO., Toledo, O., representatives for Ohio, Michigan and Northern Ohio. TOM BOTTERILL, Denver, Colo., representative for Denver, Colo., and adjacent territory. ALEXANDER-ELYEA CO., Atlanta, Ga., representatives for the South. W. F. CULBERTSON, Mgr. Pierce Cycle Co., San Francisco, Cal., representative for the Pacific Coast.

ANNOUNCEMENT

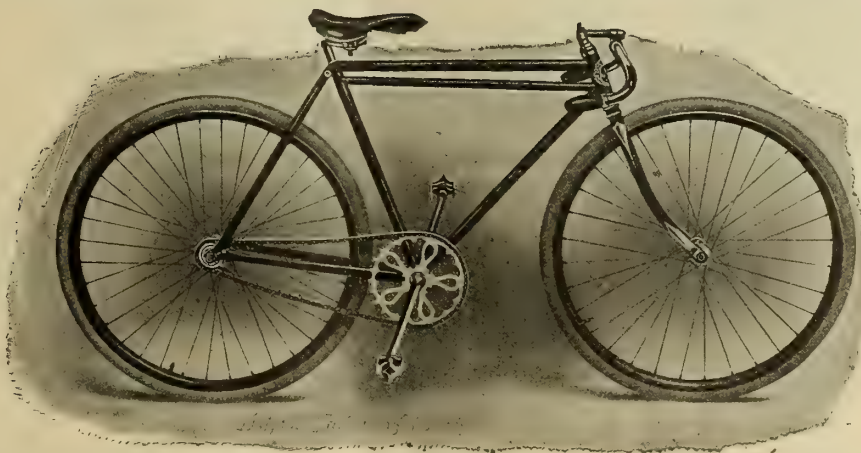
WE have opened up special display and demonstrating Rooms in New York City at 782 Eighth Avenue, Corner 48th Street, for the benefit of local Dealers and riders. Mr. Axel Johnson, who rode a regular Stock RACYCLE Pacemaker 4007 miles cross-country, is in charge and will be glad to tell interested ones all about his experiences on this trip. Not a single replacement was made during the entire trip and the Pacemaker is now on exhibition at the above address.

Mr. Johnson is also showing our complete line of 1907 RAC\ CLES together with the new C. R. C. A. Model, and both dealers and riders are cordially invited to call.

The Miami Cycle & Mfg. Co., Middletown, Ohio

NEW YORK BRANCH: 782 Eighth Ave., Corner 48th St., AXEL JOHNSON, Local Representative

The Product of Co-operative Labor



Careful and Experienced

Workmanship

Elegant Finish

Best Material

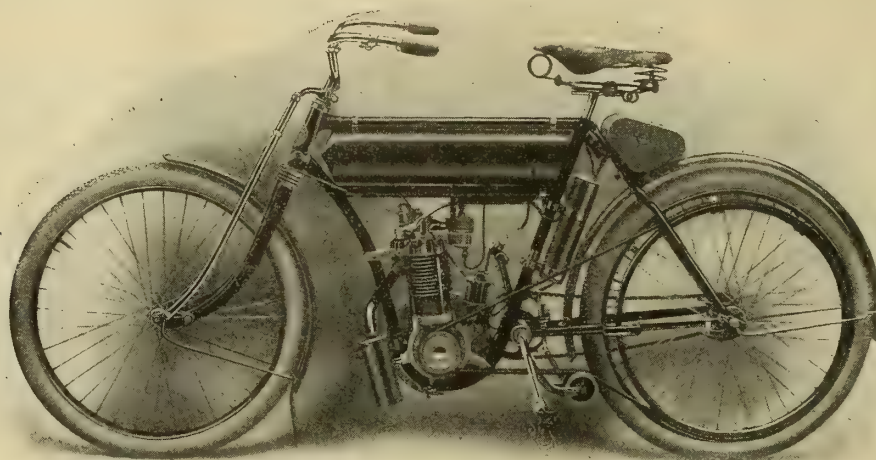
Sold Everywhere

EMBLEM MFG. CO., - - ANGOLA, N. Y.

REPRESENTATIVES:

Ballou & Wright, Portland, Oregon, for Oregon and Washington. John T. Bill & Co., Los Angeles, Cal., for California.
Manufacturers' Supplies Co., Philadelphia, Pa., for Delaware, Maryland and South New Jersey.

**Yale-
California**



**Yale-
California**

¶ Now is the time to push the Motorcycle game, for the Fall is the ideal riding season and you can sell Yale-Californias "Right Now," so take a tip from us and hustle. Remember we ship promptly.

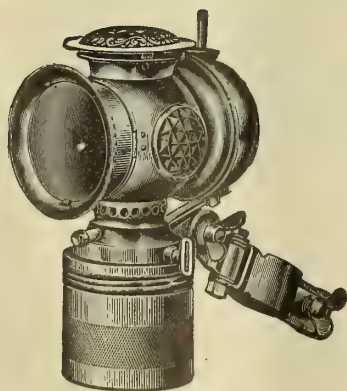
The Consolidated Manufacturing Co., Station B, Toledo, Ohio

F. A. BAKER & CO., 37 Warren Street, New York, Distributing Agents for Greater New York and Long Island.
ALEXANDER-ELYEA CO., Atlanta, Ga., Southern Agents. I. H. WHIPPLE, Chicago Agt., 260 W. Jackson Boulevard.
JOHN W. LEAVITT & CO., Oakland, Cal., Distributors for Northern California. J. T. BILL & CO., Los Angeles Agts.

SOLAR

BICYCLE LAMPS

100 Ft.
Ahead
Brilliantly
Lighted



Will
Not
Jar
Out

Send for our complete catalogue which tells all about the different patterns and prices.

BADGER BRASS MFG. CO.

KENOSHA,
WISCONSIN.

11th Ave., 36th & 37th Sts.,
NEW YORK CITY.

**Want Thoroughly
Good Pedals?**

IF SO

Genesee

Quality
Design
Axles
Bearing Cups
Ball Bearings
Barrels
Hardening



will appeal
to you.

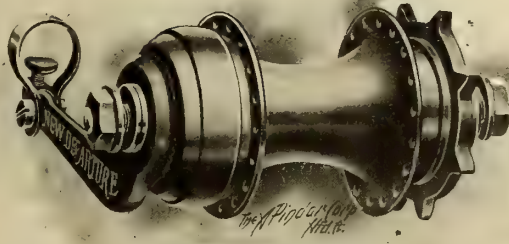
The price of Genesee Pedals has remained the same for five years, despite advance in cost of raw material.

2,182,000 Pairs Made and Sold, 2,182,000

JOHN R. KEIM MILLS, (INC.)

Buffalo, N. Y.

"INCOMPARABLE"
NEW DEPARTURE
COASTER BRAKE AND BICYCLE BELLS

MADE RIGHT**SOLD RIGHT**

MODEL A, COASTER BRAKE.

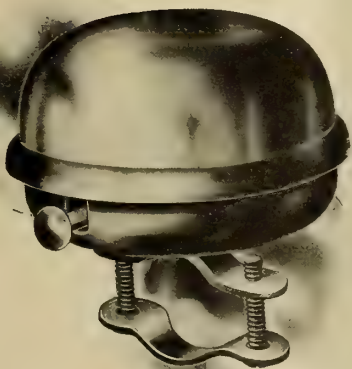
Bicycle Dealers should carry the NEW DEPARTURE line for the following good reasons:

Highest grade of material, manufacture and finish.

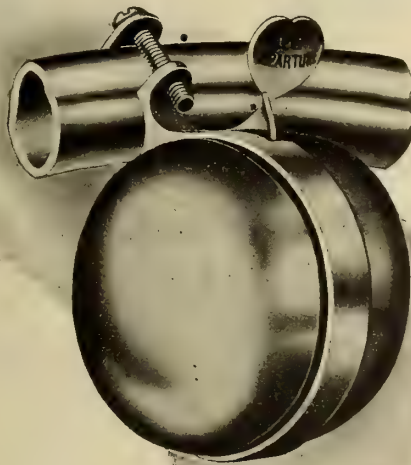
Popularity built on merit. Over three million New Departure Coaster Brakes have been sold and the demand is increasing rapidly. We are the largest manufacturers of bicycle bells in the world. "Highest Grade" is our motto.

Widely advertised and favorably known by bicycle users in the entire world. An article well made and well advertised is half sold. Handle New Departures.

Successful Selling Helps. The New Departure Manufacturing Company maintains an extensive advertising department, which becomes the advertising department of any dealer, large or small, upon application.

No. 413 "BRISTOL"
CONTINUOUS ALARM

**Write for Catalog
and Prices**



34c NEW DEPARTURE CHIME

No. E-7 NEW DEPARTURE
ROTARY ELECTRIC

**Write for
Advertising Matter**

NEW DEPARTURE MANUFACTURING CO.

OFFICE, SALESROOM AND FACTORY

KING STREET, BRISTOL, CONN.

In the
**National Motorcycle Endurance
Contest**

it is significant that the

Corbin Coaster Brake

outnumbered all others
by more than

3 to 1

and that

of the 31 survivors who used coaster brakes,
22 had Corbins and that of the 15
medal winners 8 were
similarly equipped.

“Good wine needs no bush,” nor does a
good coaster brake.

Corbin Screw Corporation, New Britain, Conn.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877.

Volume LV.

New York, U. S. A., Saturday, September 7, 1907.

No. 24

OUTLOOK IN SOUTHERN STATES

Traveler Warner Describes Present Conditions—Bad Effects Following the Trail of Cheap Product.

George C. Warner, southern traveler for the Maimi Cycle & Mfg. Co., and W. K. Au-in the East, were among the trade visitors in the East, were among the Miami visitors in New York this week. Warner is spending his vacation here while Aurandt was answering duty's call. Both men, who have been identified with the Racycle interests since 1898, cover such a wide expanse of populous country, that their opinions as to existing conditions are of real value.

The South long has been a good Racycle country and a good country for bicycles generally, but while he looks for a slight increase next year, Warner thinks it has about reached its limit, that it to say, boom-like sales are no longer probable. The business in the South, he says, has been injured by the vast quantity of cheap stuff which the jobbers unloaded there two years ago. They simply overrun the territory and price, not quality, seemed to be their policy, a policy that Warner marveled at since it injured those who pursued it. He remarked that it was bad enough to unload nondescript bicycles on the Southerners—but it was in combination with cheap and indifferent tires that the business was crippled. They gave so much trouble that many people simply ceased to ride. Warner said that his native State, Florida, was a particular sufferer. He instanced Daytona, previously one of the best bicycle towns in the State, which was inundated with cheap jobbing bicycles. As a result he stated that the traveling salesmen who now booked an order there for half a dozen bicycles would be a fit subject for congratulation. Warner considers that Georgia and

Texas are now the best bicycle States in the South.

It is only of late years that the East has become particularly productive for Racycles and as during the year just closing he had about doubled his sales in his territory, Aurandt was well pleased. He named several supposed "dead" towns in which his business had been tripled and even quadrupled.

Buffum Becomes Merkel Manager.

After an excursion into the automobile business, Edward Buffum has returned to motorcycles. He has been appointed sales manager of the Merkel Mfg. Co., Milwaukee, and already has entered upon the duties of the office.

Buffum's return to motorcycles is in no sense a surprise. His heart always has been with them and his faith in their future so firm that when he went into automobiles it was prophesied that ultimately he would find his way back to the little self-propellers. Of course, he is no stranger to the duties of the sales department, having been for many years the representative of the Yale interests in New England and later the sales manager at the Yale factory in Toledo.

It is the intention of the Merkel people to considerably increase their facilities and to hereafter devote their entire attention to motorcycles.

To Enlarge the Ajax Scope.

Horace DeLisser, president of the Ajax-Grieb Rubber Co., departed on Thursday last, 5th inst., for a visit to the Pacific coast. He will stop at 17 Ajax tire agencies enroute. Since the company took up the manufacture of bicycle tires but a few months since, it has booked a surprising volume of business, which undoubtedly will be increased because of Mr. DeLisser's long journey. Incidentally, the Ajax officers have been finally empowered to proceed with the construction of a new brick factory in Trenton, N. J., which had been in contemplation for some time.

POPE CLOUDS BEGIN TO LIFT

Creditors' Committees Unite and Chairman Yule Feels Sanguine—The Note and Merchandise Accounts.

In all probability the outcome of the investigation of the creditors' committees of the Pope Mfg. Co. and the Pope Motor Car Co. will be the appointment of a committee to assist the receiver in straightening out the affairs of the two companies.

This likelihood grows out of the meeting of the Yule and the Coleman committees which occurred in Hotel Belmont, New York, on Thursday last. On that occasion the Yule committee, composed of Messrs. Yule (chairman), Wainwright, Gillett, Splittorf, and Yard, who represented claims exceeding \$1,000,000, and the Coleman committee, constituted of Messrs. Coleman, Alvord and King, representing debts of about \$100,000, found themselves in such agreements that the former absorbed the latter, and after discussion, issued a call for a meeting of all creditors to occur in Chicago late this week. At that time the selection of a committee of three to assist the receiver will be recommended.

Chairman Yule, who is the head of the Badger Brass Mfg. Co., has pursued his investigation with tact and diligence and to a Motor World man expressed the belief that with a little assistance, the Pope companies will be able to pay every claim in full. He said that his committee had been accorded every facility and courtesy by Albert L. Pope, the temporary receiver, and that they had found no cause for criticism of his conduct of the business.

A schedule of the note creditors of the Pope Manufacturing Company, filed in the Connecticut Superior Court, shows that paper of the concern to the amount of \$1,008,542 is outstanding. The largest creditor is the First National Bank of Chicago, to which the Pope Company owes \$100,000. The total list follows: The Hanover Bank,

New York, \$37,500; Metropolitan National Bank, New York, \$50,000; American National Bank, Hartford, Conn., \$30,000; International Trust Company, Boston, \$75,000; First National Bank, Chicago, \$100,000; A. W. Pope & Co., Boston, Mass., \$14,042.33; American Wood Rim Company, Onaway, Mich., \$12,000; notes negotiated by brokers (names and addresses unknown), \$690,000; total, \$1,008,542.33.

Of the merchandise creditors, there are 86 whose claims exceed \$1,000, their total amounting to \$338,998.61. The largest individual account is that of the Farist Steel Co., Bridgeport, Conn., to whom is due \$18,600.32.

The inventory of the assets of the company will not be filed for several days, but they are expected to amount to fully \$2,000,000.

Receiver Pope this week issued a letter to the Pope bicycle agents and other patrons emphasizing the statements made to the Bicycling World at the time of the failure. He says:

"Business will be continued without interruption by the receiver, under an order from the court, and our product will not suffer any delay on account of these new conditions. Work on our line of bicycles for 1908 is progressing rapidly, and our dealers may feel assured not only of the quality of our new machines, but that satisfactory deliveries can be made now and throughout the season. Our traveling representative will call on you at the proper time, to make arrangements for the coming season, or we shall be particularly glad if any of our friends will call on us and give us an opportunity to show them just what is being done."

New Departure Enlarging Once More.

Notwithstanding the fact that extensive additions to its main factory at Bristol, Conn., were under construction at the time, the New Departure Mfg. Co. found it necessary last February to purchase the factory of the Liberty Bell Co., and two weeks ago work was begun on a four-story addition, 170 feet long by 70 feet wide. The company has also installed recently a new and extensive office for the sales department, and the trade is at all times cordially invited to visit both the sales office and the various buildings of the immense plant.

After a prosperous year the company regards the outlook as indicating conditions in the bicycle business for the future as being very favorable. Manufacturers and jobbers are buying sundries in a way that shows confidence in the increase of the business for next year, and the fact that the New Departure Co. itself has seen fit to increase its capitalization to \$1,000,000 is an evidence that it shares the same confidence for the future.

Emanuel Masters, a Kendallville (Ind.) dealer, was last week run down and killed while walking on the railroad track near Fort Wayne. He was 53 years of age.

JULY EXPORTS SHOW A DECLINE

United Kingdom Among the Large Customers that are Purchasing Less—Where Gains Have Been Made.

Of the eighteen divisions into which bicycle exports are officially divided, ten countries show gains for July and eight show losses. The latter list comprises the larger customers, however, so that the total for the month as compared with July a year ago, has fallen off from \$92,671 to \$81,604. The most serious declines are in the trade with the United Kingdom, Other Europe, Mexico and Japan. For the United Kingdom the figures for July 1906 and 1907, respectively, are \$16,831 down to \$9,584; for Other Europe, \$8,884 to \$2,002; for Mexico, \$13,052 to \$9,172; and for Japan, \$21,658 to \$15,161.

Belgium, France, Germany, Italy and the Netherlands give indications of a favorable regard for American bicycles by July increases in purchases, while on this side of the Atlantic increases are recorded for British North America and for the West Indies and Bermuda. Argentina and Brazil also have larger figures for the month than a year ago, and British Australasia is on the right side.

The July figures are in many cases contrary to the showing made by the totals for the first seven months of the fiscal year. The July increase for Germany, for instance, is a very promising symptom since in the previous six months there had been a persistent slump. Italy and the Netherlands also show July increases contrary to the trend of the preceding months. This is likewise true of British North America and British Australasia. Cuba, on the other hand, shows a July loss, while the preceding six months have indicated steady gains. The total of the seven months shows a falling off, from \$1,001,867 last year to \$769,168.

The record in detail is as follows:

	July		Seven Months Ending July		
	1906	1907	1905	1906	1907
Cycles and parts of—					
Exported to:—					
United Kingdom	\$16,831	\$9,584	\$168,350	\$193,552	\$209,553
Belgium	892	3,878	16,894	16,884	19,101
France	651	5,270	48,366	15,832	40,006
Germany	1,049	1,183	47,173	69,201	29,116
Italy	640	2,719	14,792	21,419	15,272
Netherlands	3,636	5,434	24,880	104,912	26,225
Other Europe	8,884	2,002	127,442	184,936	133,633
British North America	4,214	5,409	103,291	56,481	46,612
Mexico	13,052	9,172	34,586	68,089	53,345
Cuba	3,356	3,138	23,240	19,531	28,701
Other West Indies and Bermuda	1,617	5,032	17,179	12,760	14,609
Argentina	1,514	2,054	7,389	9,918	11,858
Brazil	190	263	3,506	6,145	8,771
Other South America	3,003	1,061	9,049	11,292	7,730
Japan	21,658	15,161	202,405	140,726	67,904
British Australasia	6,691	7,170	52,225	45,855	44,033
Other Asia and Oceania	3,600	2,482	31,138	14,261	8,866
Other countries	1,193	592	3,377	10,073	3,832
Total	\$92,671	\$81,604	\$935,282	\$1,001,867	\$769,168

Priming Pin Caused Unusual Trouble.

In speaking of unusual motorcycle troubles the other day, James S. Henderson, the wide awake Elizabeth (N. J.) dealer, whose well appointed, well kept store will take a lot of beating, remarked that recently he experienced a difficulty that probably is without parallel. For the first 20 or 25 miles the motor would "behave like a lady." Thereafter it would skip and buck and stop and play all manner of pranks. Locating the cause of the trouble occupied much time and gray matter. In the end it was found in the inlet valve, which was one of the sort fitted with a priming pin. When the motor was cold, this pin was of the proper length; when it was hot, the heat expanded the pin and held the valve open just enough to waste the compression and mixture, and thus cause the motor to cut its capers. It required only about five seconds with a file to shorten the pin, effectually correcting the trouble which Henderson admitted was the most perplexing one with which he ever had to deal.

Wheel Rims Must be Adapted to Tires.

If the wheel rim is not properly shaped to receive the tire which is mounted on it, trouble is certain to ensue. In case the rim happens to be too large for the beads of the outer casing, the result will be that instead of lying flat, the inner edges of the beads will work back and forth as the tire is compressed and regains its shape repeatedly, and the lower side of the tube will thus be chafed to a degree bordering on destruction. When it is found that such a condition obtains, the only thing to be done is to replace the tires with others which are an assured fit.

Woodside Rejoins the Yale Staff.

H. M. Woodside, who formerly was connected with the Consolidated Mfg. Co., Toledo, Ohio, but who later was identified with the Union Supply Co., of that city, has returned to his first love and will again "talk Yale bicycles." He will travel the middle west, including Minnesota, Michigan, and Wisconsin.

INTO THE WILDS OF MISSOURI

Two Days of Exploration by St. Louis Cyclists—Adventures on Rugged Hills and in Crooked Streams.

St. Louis, Mo., Sept. 4.—Of all the long, rough, cross country tours ever undertaken by St. Louis wheelmen, none was ever more instructive or more interesting than the two days' tour of the St. Louis Cycling Club through the wilds of Jefferson, Washington, and Franklin counties on September 1 and 2.

Between Saturday afternoon and 8 o'clock Sunday morning the following 13 had found their way to Cedar Hill, 32 miles from St. Louis on the Gravois road: Geo. H. Breinig, A. L. Brinker, Wm. M. Butler, L. C. Davis, O. F. Hassemer, B. C. Hopkins, Alex P. Laing, C. Lindenschmidt, A. J. Schmidt, R. M. Tidd, Luzern Tidd, H. G. Wolzendorf, and B. Hirschman.

With Cedar Hill as the real starting point of the tour, these riders struck out in a body to explore the region lying south westward to the valley of the Meramec River.

After crossing the bridge that spans the Big River at Ada Hill, the road following the bed of Skull Bone Creek was taken as far as Dittmer's store. Here the road left the valley and a hard climb to Oermann, 39½ miles, made it plain that cycling in the creek beds and up the sides of the hills in this region, in hot weather, was not proper exercise for invalids. The road, however, began to improve wonderfully and on to Grubville 42 miles, Luebbering 46½ miles and thence south over a ridge 1,000 feet high, to Richwoods 55½ miles, there was really fine cycling, although there were a few short hills of that type, where, if one block the wheels, he will keep on descending by rolling on loose round stones.

Geo. Lang, Jr. joined the party shortly before Oermann was reached. He left St. Louis at 5:30 A. M. calculating that he would reach Cedar Hill by 8, but his calculations went for naught when his tire blew up coming down Antire Hill; by persistent plugging and following wheel tracks he finally caught up, however. Richwoods was reached at 12:30 P. M. and was the dinner stop.

On nearing Richwoods the country does not possess the wealth and beauty that is characteristic of the hills nearer to St. Louis, the soil is less fertile, and here and there one sees an area of dead forest trees killed by miniature forest fires in the fall, that the inhabitants may raise corn. The occupation of the natives is chiefly tiff mining, tiff being the common name there for the mineral brium sulphate, used in paint manufacture; lead is also mined in small quantities. Though the scene is one of barrenness the roads are surprisingly

good, the fact that they are well graded and drained proves that the fundamental principles of road construction are fairly well understood.

Richwoods being about 20 hard miles from anywhere, and the sky becoming overcast, there was little disposition to linger after dinner, maps were hurriedly scanned, and as we were 500 feet higher than the Meramec Valley, some thought the ride along Little Indian Creek to its junction would afford easy going; at any rate, this was the route selected, and at 2.30 all started except Breinig, who went to inspect a mine, but found only a hole in the ground, as a mine in the country is merely a hole anywhere from 2 to 6 feet deep. Breinig's case will be dealt with later. The ride along Indian Creek begins nicely enough; the road is a beautifully shaded gravel lane, that crosses the creek bed every few hundred yards. First the water came up only over the rims; then as the creek widened it got to a depth that the pedals would dip; next we walked in water knee deep, and finally after the 17th crossing in a distance of 6½ miles, the water was nearly waist deep. Often the road was the creek bed itself; the deep, sharp gravel and wet shoes meant pain to walk, and violent physical exercise to ride. It was fortunate that the weather was hot; that cold water would have caused suffering on a chilly day. At the alarming rate of the deepening and spreading of the creek and with warning peals of distant thunder, it was decided then and there to consult maps and find a way out of this valley, as a hard rain would have meant "all night in a wilderness." As it was it was seen that the road soon got to higher ground, and every one immediately pushed on. The disinclination to "loaf" was noticeable; every one kept going; when a tire punctured an extra man remained behind to assist in its repair. The road rapidly improved and soon it was possible to bowl over the ground at a 15 mile clip; fortunately the Meramec River was bridged, and after crossing it the road led up a hill that Wolzendorf gave a profane yet descriptive name. The weather was all the while growing more threatening, and when St. Clair, the objective point, was still six miles away, a light rain gave plenty of evidence of what would follow in the event the road were to get a thorough wetting. St. Clair, 75¾ miles, the night stop, was reached at 6.30 p. m., and being on the Frisco railroad afforded those who wanted to be in St. Louis on Monday the opportunity to do so. Butler, Brinker, Hopkins, Tidd and son, and Wolzendorf here took the cars. Breinig came in half an hour too late to make rail connection and remained with the rest over night.

About 7.30 F. Windt and A. G. Blue, turned up, and theirs was a long hard luck story of tough hilly roads. Windt started out at 7.30 p. m. Saturday with two others, but before they got out of St. Louis one

of the party ran into an over zealous "cop" and was arrested for not having a lamp; the next three hours were spent by this man in doing fancy riding stunts for the entertainment of the desk sergeant. Windt and Blue continued to Bulltown, on the De Soto road, and the next day came over to St. Clair, passing through House's Springs, Byrnesville, Scheve, Catawissa and Moselle.

At 9 a. m. the ride back to St. Louis, about 60 miles, by way of Moselle and Gray's Summit, was begun, and while the country is more settled and productive, the roads are very poor. There is such a high ridge that must be crossed southwest of Gray's Summit, that it makes one dizzy to look at it. At Gray's Summit, the first and only breakdown occurred when Breinig broke the frame of his machine. Breinig, by the way had intended to leave St. Clair on a 5 a. m. train, but when the agent told him that a wreck delayed things for two or three hours, he set out alone St. Louisward by wheel. At Gray's Summit the party lingered till late in the afternoon at at Holthaus wine cellar, and then pedaled home by way of the Manchester road.

What must be placed on record, and which was truly a fine ride, was that of Luzerne Tidd, the 11-year-old son of R. M. B. Tidd. This lad rode much of the deep gravel, the hard hills, was always in front, and complained only after the gravel had worn off the soles of his shoes. Indeed he rode better than many who have a record of many years experience to their credit.

The total length of the tour was 136 miles. The story of it may not prove of great interest away from home, but it drips with interest for St. Louis riders and as pointing the joys of "green fields and pastures new" far from the beaten track, it is full of suggestion for cyclists everywhere.

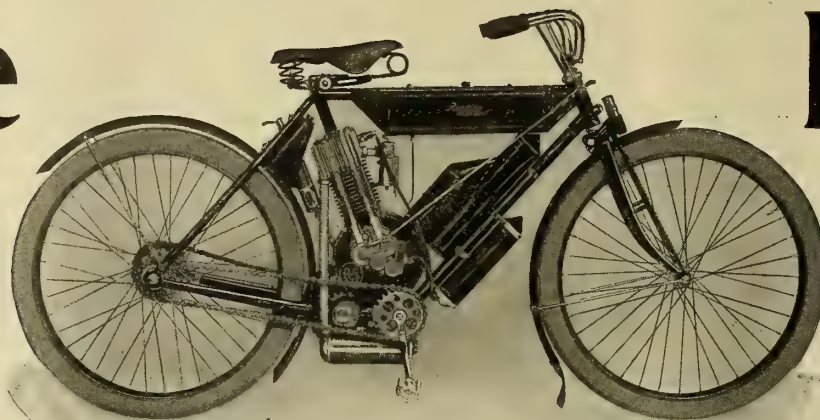
Westerners "Sampling" the Eastern Roads.

The spirit that made St. Louis about the most interesting cycling center of the early and middle '80's, was personified on Monday last when four members of the rejuvenated St. Louis Cycling Club arrived in New York to "sample" the roads of the East. They are Charles L. Barr, H. W. Lang, William Wallace, and R. Warncke. They came by train and mounted their bicycles on Wednesday. They toured Long Island to Greenport, and there took the boat for Rhode Island and thence rode to Boston. They are returning via the Berkshire Hills and Hudson Valley route, and will continue to Philadelphia, Baltimore, Washington, and the Jamestown exposition. It is quite the most ambitious club tour that has been undertaken in a number of years.

If you are interested in Motorcycles, "Motorcycles and How to Manage Them" is the very book you need. Price, 50 cents. The Bicycling World Co., 154 Nassau St., New York.

The

R=S



The motorcycle that has builded and is building its reputation on the performance of private owners who pay full price for it, which price assures to all purchasers machines of the same quality and calibre. That is the only true test of a motorcycle's worth. Performance by "selected experts" using "selected" machines serves merely to confuse and mislead.

READING STANDARD COMPANY, Reading, Pa.



The address of the Ajax-Grieb Rubber Co. is 57th St. and Broadway, New York City. The factories are at Trenton, N. J. Send your name on your business stationery for a copy of the new booklet about Ajax bicycle tires.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

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Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should
Address us at P. O. Box 649.

NEW YORK, SEPTEMBER 7, 1907.

"Enclosed find check for \$3.60 in payment for our ad. in your For Sale Column, also for another insertion in your next issue. We have had more inquiries from this one advertisement than from any we had previously run in any other of the trade journals, and have reason to know that the Bicycling World covers the entire United States, as we have received replies from some very remote sections."—Howard A. French & Co., Baltimore, Md.

About Tours of Exploration.

It is a pity that more clubs are not given to "tours of exploration," such as the one carried out by the St. Louis Cycling Club and described in another column. There is more real fun to be had and more experiences to the square inch to be obtained in an outing of the sort than in several dozen club runs of the humdrum order. A short tour of the sort is not only instructive, but its very promotion adds interest and enthusiasm to the life of a club, while tales and experiences that grow out of it furnish food for talk and discussion long after most of the participants have grown beards.

While good roads constitute a strong temptation, it is remarkable that the num-

ber of clubs, and of riders, for that matter, who depart from the beaten paths, is so small. They seem to have a certain few objectives which are visited year after year. It is a reasonable statement that right here in New York City there are a dozen clubs and scores if not hundreds of active riders who know absolutely nothing of the beautiful country in the Hudson Valley immediately to the north of them, or of the superb roads and scenery across the river in New Jersey. Sunday after Sunday these clubs and riders spend their time on the flat, uninteresting Merrick road on Long Island. The wonder is that the monotony does not pall on them and that the road officers do not see the stimulating effect of an occasional run into the, to them, unknown country.

An occasional excursion into the backwoods or wilderness over strange roads, is in the nature of a tonic. The rough roads or the few momentary hardships that may be encountered merely add spice to the outing. It greatly is to be feared, however, that the average club man of to-day is a "tenderfoot," despite the fact that he may have a turn of speed.

The National Assembly's Opportunity.

When the L. A. W. National Assembly meets next week, it earnestly is to be hoped that some effort will be made to galvanize the organization into at least a semblance of real life. We believe that the surest means to that end, as we once before suggested, is for the Assembly to abolish itself and before doing so, to provide that the annual meeting shall be open to all members.

When the membership of the L. A. W. was so large as to be unwieldy the National Assembly was logical and necessary. At this time it merely is an obstacle to the progress of the organization. It leaves its affairs in the hands of a mere corporal's guard, assisted by a bunch of proxies. The members could not become interested in the organization if they desired to do so. The opportunity is lacking.

We know, of course, that the National Assembly is composed of the most faithful of the old guard and we do not decry their faithfulness or their past work, but if they truly love the League they will not admit that it merely is a monument erected on a glorious past. They will give the new generation a chance to become interested and to put its shoulder to the wheel. The

L. A. W. can still be a power in good roads councils; it can still make itself felt in legislative halls, not merely in Massachusetts, but in other States; it can still make itself so useful that new members will be attracted. The L. A. W. badge, road books and annual meetings, the standing committees, and a dozen other things that were of interest and of service to the old guard can be made of as much interest and as much service to the new generation.

We have nothing but respect and admiration for the veteran secretary of the L. A. W., who has served so long and so well. We would not have him brushed aside, if such a thing were possible, but we do say throw the doors open and give the new generation a chance to rebuild the L. A. W. The secretary seems unduly pessimistic. We incline the other way. We believe that a few such young men as George Lang, who has restored St. Louis to cycling life and purpose, will find themselves, and that they will serve the L. A. W. as admirably. We believe they can double the membership within a year, and treble it within two years. Mere evidence of the regalanization of the League will serve the cycling interests in many ways.

Motorcyclists and Grade Crossings.

The abolishment of railroad grade crossings, the discussion of which periodically recurs, is a subject of particular interest to motorcyclists, though many of them may not appreciate the fact. The "open muffler brigade" apparently has no concern in the matter, although it concerns them most, but even the purring made by the exhaust through a closed muffler often is sufficient to make it difficult to distinguish the approach of a railroad train, as several narrow escapes have served to establish.

It is but one more argument in favor of silent motorcycles. Meanwhile, and as it probably will be many generations before grade crossings finally are abolished, it behooves motorcyclists in particular to "have a care" in approaching them.

Although it is not generally known the law places a burden of responsibility on the road user in the matter. In New York, for instance, he is required to exercise diligence, that is to say, he must look and listen for the approach of a train, while in Pennsylvania the law goes further and requires that he shall not only look and listen, but shall stop before crossing the tracks.

CORRESPONDENCE

Castle Explains Prince's Position.

Editor of The Bicycling World:

As in several of your recent issues you have referred to the Atlanta bicycle track, Jack Prince, who is now in Nashville operating skating rinks and making money, writes to me to give you the right information. The Atlanta track is owned by Prince, as he holds the franchise for Atlanta; no one else has any interest in it. The track has been rented to John Chapman on condition that he can obtain a long enough lease on the grounds on which the track is built to promote races until next spring.

The track is located in a building owned by the city, and the talk is of tearing this building down this fall, but efforts are being made to get the city officials to hold off until spring. If this can be done, Chapman will bring his bunch from Salt Lake right after September 2d and race in Atlanta up to December 1st. Prince will build in Nashville, that is, if he can get a longer lease on the Atlanta building. His idea is to make an indoor winter circuit between Atlanta and Nashville, perhaps adding Memphis. Prospects are that Atlanta will welcome Chapman with his sprinters as we have seen all the best in paced racing and have had a plenty of that sport; we now are hungry for good clean sprint racing.

Not throwing any bouquets at Prince, but what the bicycle business needs is about twenty men such as Jack Prince and Johnny Chapman, who in the big cities will promote cycle racing, preferably sprint races, and put up cards that will attract new amateur talent and plenty of it. Follow Jack and John and wherever they go the bicycles dealers will feel the benefits in increased sales and cycling interest. As a dealer I am glad to see them come to Atlanta.

GUS CASTLE, Atlanta, Ga.

Claims Motorcycle "Touring Record"!

Editor of The Bicycling World:

Will you permit the secretary of the F. A. M. to file a claim for the motorcycle "touring record," which he gladly shares with the president thereof. Ending Labor day, we spent four days awheel in the ruggedness of the Catskills and on the unexpectedly fine roads of Orange county and of New Jersey, our daily travel being 52, 103, 62 and 28 miles, respectively. This, I think, is a "record," as also is the number and length of our stops. We stopped maybe 25 or 30 times a day, or at any rate, wherever there was anything to be seen or wherever we experienced a call for drink, feed or smoke, and our stops for meals were often of two and three hours duration. At night, too, we stopped when and where we felt like it. We had no fixed schedule and can't boast of mileage or a fast mile.

And please remember that this "record" was made without either motor missing an explosion during the entire trip, and that it rained only on the last day. When we finished we were neither tired, stale, feverish nor sore in any joint, and had real fun all the way. If any motorcyclist can beat this "record" let him speak up!

Incidentally, the F. A. M. will be four years old on September 7, and already is baldheaded from its work for motorcyclists. It would be a good day for all those motorcyclists who are riding around without tags or fees—or only nominal fees—to celebrate by joining the organization that made such desirable conditions possible.

H. J. WEHMAN.

Effectiveness of the Screen.

Editor of the Bicycling World:

I notice your article in Bicycling World of August 31st, regarding the use of wire screen over carburetters, and wish to say that I can substantiate the claims made in this instance. At the suggestion of one of my customers in the carburetter business I have inserted a screen and found a very marked improvement in the consumption of fuel in both the F. N. "Big Four" and "Baby."

EARLE L. OVINGTON, New York.

Use of the Word Rubber.

The name "rubber" as a designation for a certain material with which readers are presumed to be familiar may be without high scientific warrant, but it has the merit of priority among English speaking peoples, and this fact alone has led to its use becoming more widespread than "caoutchouc" or any other term, whether more scientific or otherwise, remarks the India Rubber World.

The English designation "rubber" referred to a rubber-out of pencil marks before any one thought of the word "eraser," and while some other uses of the elastic material have become more extensive since Priestley's time, the name sticks; it is fairly well understood, it serves its purpose, it is easy to write and speak, and the average man is too busy to consider a new name from any such consideration as that it may be more accurate or more fully descriptive.

The French designation "caoutchouc" based upon a native Indian name up the Amazon, is older. And the Germans to a degree have borrowed the French name, but they also use "gummi" to a great extent. To-day "caoutchouc" is nowhere a word in common use in a rubber producing region except the limited areas under French or German control, and then only by supervisors and not by native workers. The word is in use in French rubber mills and to a slighter extent in the German. Compared with this usage the universal adoption of "rubber" wherever English speaking peoples have to do with the production or consumption of the material, gives this word a vastly greater vogue.

We notice that Continental firms intro-

COMING EVENTS

September 12, Boston, Mass.—League of American Wheelmen, annual meeting of the National Assembly.

September 12, Baltimore, Md.—Municipal Games Association's track meet at Patter-son Park.

September 13, Boston, Mass.—Boston Bicycle Club's annual "Wheel about the Hub."

September 14, Richmond, Ind.—Richmond Bicycle Dealers Association's third annual 15-mile handicap road race; open.

September 14-15, Chicago, Ill.—Chicago Motorcycle Club's second annual 350-mile endurance run and hill climb.

September 15, Brooklyn, N. Y.—New York and Brooklyn Motorcycle Club's 200-miles economy test to Bridgehampton and return; open.

September 15, Valley Stream, N. Y.—West Harlem Wheelmen's 2-mile National Cycling Association's road championship.

September 19, Wilkes-Barre, Pa.—Wilkes-Barre Motorcycle Club's open race meet at Driving Park track.

September 29, Valley Stream, N. Y.—Century Road Club Association's 100-mile road record run; open.

September 29, Milwaukee, Wis.—Milwaukee Cycle Racing Club's postponed 12-mile handicap road race; open.

October 13, St. Louis, Mo.—St. Louis Cycling Club's 15-miles Bellefontaine Handicap; open.

November 11-16, Boston, Mass.—6-days professional bicycle race.

ducing their products into English communities adapt the names of their firms to English practice by taking up the word "rubber," while English firms trading abroad are less apt to follow a corresponding course. Englishmen have been first to introduce rubber goods in many parts of the world, as later they have been first to establish rubber planting on a practical basis, and the persistence of the names of the English (including American) companies alone seems likely to render the word "rubber" ultimately the most widely used term.

Remedy for "Oil Evil" on Roads.

A fairly effective remedy for the "oil evil" on newly sprinkled roads, is that of sprinkling finely powdered gravel over the freshly oiled surface. The gravel tends to soak up the surplus oil at the same time being itself imbedded in the roof of the road, and tending to amalgamate with the surface. Like all remedies, however, if carried to excess, there is liability of absorbing all the oil and thus destroying the benefit which it is supposed to carry.

Industrial Handicap at Atlantic City Won by Philip Kury



SCENES AT THE START AND DURING THE INDUSTRIAL HANDICAP

Place Winners.

- | | |
|----------------------------------|-----------------------|
| 1 Philip Kury, Roy W | 1:13:23 $\frac{1}{2}$ |
| 2 Samuel Rein, Roy W | 1:13:24 |
| 3 R. Nelson, Pleasantville | 1:13:24 $\frac{1}{2}$ |

Time Winners.

- | | |
|-----------------------------------|-----------------------|
| 1 C. A. Sherwood, N. Y. A. C. ... | 1:08:57 $\frac{1}{2}$ |
| 2 Chas. Mock, C. R. C. of A. | 1:08:58 |
| 3 Anthony Bizarri, Tiger W. | 1:08:58 $\frac{1}{2}$ |

All bicycle road races are more or less alike. Some are often uninteresting for the reason that the spectators obtain only a glimpse of the riders at the start and another brief glance when they sprint across the tape at the finish. Others are brim full of interest and excitement because the onlookers can keep watch on the contestants throughout the contest.

In the latter category can be considered the great 25-miles Industrial Handicap held at Atlantic City, N. J., last Saturday, 31st ult., by the Atlantic City Wheelmen and made possible by the generous donation of prizes by members of the Cycle Manufacturers' Association and the Cycle Parts and Accessories Association.

The parade and run to the races which originally had been planned as a feature of the mid-summer meeting of the C. M. A. and the C. P. A. A., in which all the members were expected to have taken part, but which had to be postponed along with the races, was carried out by Associate Manager Van Doren, though, of course, without

the presence of the bicycle manufacturers. The run started from Van Doren's store on Atlantic avenue and proceeded through to Pacific avenue, and thence out to the course. George W. Robb was grand marshal and he had as his aides S. E. Morrison, president of the Edgcombe Wheelmen, and H. A. Gliesman, president of the Tiger Wheelmen. The sight of more than a hundred bicycle riders riding by twos, in procession through Atlantic City caused pedestrians to line up on the curb and hotel guests to rush to the piazza rails to watch the unusual sight. Atlantic City saw more bicycle riders on that day than it ever had on any previous occasion and it will take the

resorters and natives some time to cease marveling.

If the course had been nearer the town and easier of access it is not doubted but that 20,000 or more spectators would have been out to view the races, as Associate Managers Van Doren and Valiant had flooded the city on Friday with handbills advertising the races, and the Atlantic City papers had been full of nothing else for weeks. As it was, about 5,000 walked out to the starting point and a thousand or more stood at the Pleasantville turn, while each bridge held its share of people.

The race was run over a four and one-quarter mile course and as the riders were constantly passing and repassing the starting and finishing point at which a crowd of about 5,000 people congregated, there was no long wait between the start and finish. One continual round of struggling riders, with now and then a sprint or a fall, intensified the interest. Never had Atlantic City people witnessed such a good bicycle race, and if they didn't cheer at several particularly brilliant finishes it was because they were too spellbound. Undeniably the race was a big success, although not as many riders competed as the promoters had expected. The postponement may have had some effect, and the proximity of the race day to Labor Day caused many prospective entrants to go pot hunting where they thought the picking would be easier. At that there were 69 starters in the race, of which number 56 finished the 25 miles, half of the distance being against the wind.

The course was over the broad level automobile boulevard that runs from Atlantic City to Pleasantville. The riders went four miles out, then back across the tape to the turn and repeating until the distance had been covered. The course was dotted with bridges, three of them draws, which, being operated under government supervision, had to open any time a little sail boat wanted to go through, or at least they were supposed to have done so. But it is a remarkable thing, that all three bridges accidentally broke down while closed and could not be repaired until after the race had finished, so that no open draws stopped the riders.

It was a representative field of amateur road riders that breasted the tape for the start, Philadelphia, New York and Atlantic City, being the cities most strongly represented. The handicap limit was 10 minutes and twelve riders got away on this mark without accident. The other riders started at intervals of one minute, though there was a gap of three minutes between the last bunch of handicap men and the honor riders. Morrison, of the Edgcombe Wheelmen, discovered a soft tire when his division, the 4-minute riders, started, so he went back to scratch, as did Richard Hemple, a 3-minute man, with National Amateur Champion Sherwood, New York A. C.; W. R. Stroud, Sherd Wheelmen of Philadelphia; Charles Mock, Century Road Club of America; Antonio Bizarri, Tiger Wheel-

men of New York, and William B. Glynn, Torrington, Conn.

Arthur Allen, C. R. C. A., was the first rider to turn at Pleasantville, followed by



P. KURY, WINNER OF INDUSTRIAL HANDICAP

Thomas B. Tipping, Englewood, N. J.; Nealy Sprecht, Atlantic City W., and Peter Wollenschlager, C. R. C. A. With the exception of Allen, who started from 9 minutes, all these were limit men. The story



C. A. SHERWOOD, TIME PRIZE WINNER

of the race hinges around the eight minute men. Before reaching the Pleasantville turn the first time this division had overhauled the 9-minute men, overtaking

the limit riders long before getting back to the start.

Philip Kury and Samuel Rein, both on 8 minutes, did most of the pacing and as a result they were leading at the tape, when 8½ miles had been covered. With them was a big bunch of long markers.

Otto Sanger, Ardsley, N. Y., turned first at Pleasantville the second time, but Kury, Rein, Scott, Sprecht, Tipping, Wollenschlager, Phillips, Allen, Latimer and Hintze, were on his heels. James Byrnes quit with a puncture and when Sheffe, the lanky six feet four New Yorker, came by the tape he was a sight to behold. His saddle post had slipped down to the frame and his knees kept bobbing in his face. Sheffe started on another round but it was too much for him.

Charles Van Doren, one of the crack Atlantic City riders, met with a misfortune that spoiled his chances and weakened the three minute bunch, with which he was riding. Near the tape after the finish of the first lap a small boy ran across the road, directly in front of Van Doren. The local crack took a cropper and when he picked himself up the others were a mile away. Notwithstanding a badly cut left elbow, Van Doren remounted and set out after the pack.

On the second lap Harry Boice of Pleasantville ran into a boy at the bridge nearest the finish and was put out of the running. Boice was uninjured, but his wheel was damaged. Harold Scott, of New York, also mixed it up with a small boy and a bicycle, but was able to continue. After they had made the turn at the Atlantic City end on the second lap George Leeds, of Atlantic City, fell near the tape and Fleming Hewitt, the Pleasantville crack, ran over him. Hewitt quit, but Leeds picked himself up and got in motion again.

Rein and Kury led the field when they passed the tape at the finish of the second lap and they turned first at Pleasantville for the last time, Raymond Nelson and Arthur Allen being with them. This quartet kept together all the way back to the finish.

A hundred yards from the tape Rein had the lead with Nelson second and Kury third. Kury made his jump twenty yards from the tape and beat Rein by a length. The same distance separated Nelson and Allen, the former crossing third. A few seconds later the crowd saw another sprint when Isidore Phillips beat Louis Latimer and Harry Boice.

The closest finish of all occurred a few minutes later when a bunch of fifteen riders sprinted down the narrow lane of spectators, so close together that a blanket could have covered them all. It was practically a neck and neck finish for the field with Maurice Vandén Dries half a length in front of Harry Collins. About the same distance separated Hawkins, Deardon, Nick Kind, Bleuzat, Steih, League, Scott, Hintze, MacGuire and Sprecht.

Frank Hemple finished alone behind this big bunch. Then William Vanden Dries, a

4-minute man, beat Nerent, Surman and Schlosser, all 3-minute riders, in this order. "Pete" Wollenschlager was checked a few seconds later, followed by Thomas Booth Tipping, a gentlemanly chap from Englewood, whom no one had ever heard of before. Edward Woolbert trailed Tipping.

The finish between the scratch men was marred by an automobile that got in their way near the tape. Bizzarri, the crack Tiger Wheelman, had jumped Sherwood, Mock, Stroud and Hemple, near the tape and had a lead of several lengths when the automobile got in the way. Bizzarri had to turn so quickly to avoid running into it that he twisted his handlebars. This put him out of stride and Sherwood and Mock passed with a rush, the champion winning time prize from Mock, his team mate, by a length. Bizzarri was third and Stroud and Hemple finished in this order. After the scratch men finished the officials had trouble in keeping the road clear for the following riders, of whom twenty finished after the scratch men. The summary:

Pos.	Rider and Club.	Hdep.	Time.
		Min.	H. M. S.
1	Philip Kury, Roy W. of N. Y.	8	1:13:23½
2	Samuel Rein, Roy W. of N. Y.	8	1:13:24
3	Raymond Nelson, Pleasantville W.	9	1:13:24½
4	Isadore Allen, C.R.C.A.	9	1:14:24½
5	Isadore Phillips, Atlantic City W.	9	1:14:32½
6	Lewis Latimer, Atlantic City W.	9	1:14:33½
7	Harry Boice, Atlantic City W.	9	1:14:34
8	M. Vanden Dries, N. Y. City	5	1:11:02
9	H. Collins, Pleasantville W.	5	1:11:02½
10	J. B. Hawkins, C.R.C.A.	5	1:11:02½
11	Albert Deardon, Atlantic City W.	5	1:11:02½
12	Nick Kind, Edgecombe W.	7	1:13:02½
13	E. Bleuzat, Roy W. of N. Y.	6	1:12:03
14	Otto J. Steih, Prospect W.	6	1:12:03½
15	Jas. League, Pleasantville W.	7	1:13:03½
16	Harold Scott, Lakerim A. C.	8	1:14:03½
17	Arthur Hintze, Tiger W.	9	1:15:03½
18	Ed. Maguire, Atlantic City W.	7	1:13:04
19	Nealy Sprech, Atlantic City W.	10	1:16:04½
20	Frank Hemple, Atlantic City W.	7	1:13:05
21	Wm. Vanden Dries, N. Y. A. C.	4	1:10:30
22	Chas. Nerent, Roy W. of N. Y.	3	1:09:30½
23	Henry Surman, Elizabeth, N. J.	3	1:09:30½
24	Chas. M. Schlosser, Brower W.	3	1:09:30½
25	Peter Wollenschlager, C.R.C.A.	10	1:16:52½
26	T. B. Tipping, Englewood, N. J.	10	1:17:34½
27	Edw. Woolbert, Pleasantville W.	6	1:14:02½
28	C. A. Sherwood, N.Y.A.C.	scratch	1:08:57½
29	Chas. Mock, C.R.C. of A.	scratch	1:08:58
30	Anthony Bizzarri, Tiger W.	scratch	1:08:58½
31	W. R. Stroud, Stroud W.	scratch	1:08:58½
32	R. Hemple, Atlantic City W.	scratch	1:08:58½
33	Harry Tavana, Atlantic City W.	7	1:15:58½
34	C. A. Van Doren, Atlantic City W.	7	1:11:59
35	M. Rosenblum, Roy W. of N. Y.	7	1:17:08
36	Geo. Leeds, Post Office team.	10	1:20:17
37	Thos. Hamilton, N. Penn W.	9	1:21:52
38	Arthur Kinloch, C.R.C. of A.	3	1:21:33
39	Arthur J. Seldney, C.R.C.A.	3	1:15:52½
40	Hardy Jackson, Int. C. A.	6	1:18:52½
41	Edwin Lowe, C.R.C.A.	5	1:17:52½
42	F. H. Harmon, Putney A. C.	4	1:18:45
43	London	4	1:21:17
44	Chas. Martin, C.R.C.A.	6	1:22:17½
45	Wm. E. Reed, Atlantic City W.	7	1:26:57
46	M. Gallagher, N. Penn W.	10	1:27:56
47	S.R. Morrison, Edgecombe W.	scratch	1:17:33½
48	Archie Barton, Tiger W.	10	1:27:56
49	Wm. Lamphear, N. Y. City	8	1:26:08½
50	Gordon Miller, Philadelphia	10	1:28:44
51	W. B. Glynn, Torrington, Ct.	scratch	1:28:52½
52	F. G. Clendenning, Atlantic City W.	10	1:32:29
53	E. Sullivan, Atlantic City W.	10	1:33:30
54	Jos. Anthony, Akron W.	6	1:28:30½
55	Leon Grogan, Atlantic City W.	7	1:29:35
56	P. O'Byrne, Paterson, N. J.	10	1:38:01
57	J. Clews, Haledon W.	8	1:37:04½

* Disqualified by Referee Pitman for taking outside pace.

Time Prize Winners.			
1	C. A. Sherwood, N. Y. A. C.	scratch	1:08:57½
2	Chas. Mock, C.R.C. of A.	scratch	1:08:58
3	Anthony Bizzarri, Tiger W.	scratch	1:08:58½
4	W. R. Stroud, Stroud W.	scratch	1:08:58½
5	R. Hemple, Atlantic City W.	scratch	1:08:58½
6	Chas. Nerent, Roy W. of N. Y.	3	1:09:30½
7	Henry Surman, Elizabeth, N. J.	3	1:09:30½
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9	Wm. Vanden Dries, N. Y. A. C.	4	1:10:30
10	M. Vanden Dries, N. Y. City	5	1:11:02
11	Harry Collins, Pleasantville W.	5	1:11:02½
12	J. B. Hawkins, C.R.C.A.	5	1:11:02½

CONOVER WINS IN YOUNG AMERICA

Thirteen Year Old Messenger Boy Leads the 52 Starters—Major Reed Captures First Time Prize.

George Conover, a tiny 13-year-old Atlantic City messenger boy, who rushes special delivery letters from the post office to the boardwalk hotels when he isn't reading of the exploits of Kramer, Lawson, Taylor and other great pedal-pushers, and day-dreaming of the time when he, too, will be as great as any of these "champs," won the postponed Young America Handicap, the



CONOVER, WINNER OF YOUNG AMERICA

curtain raising 5-mile handicap for boys under 15 years, when it was held at Atlantic City, N. J., on Saturday last, 31st ult.

Conover had started from the 4-minute mark and he earned the proudest moment of his short life by what may be termed a near-sprint in the last half mile. His time was 27 minutes 2 seconds. Second across the tape was George Griffith, also of Atlantic City, a 3-minute marker who finished many lengths behind the winner, and then followed Major Reed, another little messenger, who won the time prize from scratch, after shaking off his fellow-markers by sprint after sprint. Reed's time was 23 minutes 31 seconds.

The Young America Handicap was a race that long will be remembered by all who saw it. It brought out the most pictur-

esque assortment of costumes and handlebars, to say nothing of the collection of crocks that in times past might have been entitled to the appellation of bicycles, ever seen in a race. Some of the costumes were unique and ranged in variety from the regulation racing suit, down through the stages of bathing suits to just ordinary athletic underwear. Bathing suits predominated, and they were of every hue and size. Some of the kids were sockless, while others wore long stockings and high shoes. A lot of them wore the shoes without any hosiery. One future president came up to the tape dressed in a gauze undershirt and a pair of noticeably short swimming trunks, red in color. To keep the pedals from cutting his feet he had on a pair of grass sandals. That completed his costume. Whether the sandals lasted through the race is not known.

The race was open to boys under 15 years who had never finished first, second or third, in an open road race, but it is a safe bet of Youngs Million Dollar Pier to a sand crab that some of the alleged 15-year-olds had lost a birthday or two since the race was first advertised. However, there were no flagrant transgressions of the age limit rule, and two of the real tiny ones took the chief honors.

The course was on the Atlantic City-Pleasantville automobile boulevard, starting just outside the Atlantic City limits. The boys rode toward Pleasantville a little more than a mile, back-tracking to a point before the tape, and going out over the course again and back to the finish, making the five miles. The head wind did not seem to bother the youngsters as much as it did the riders in the Industrial Handicap. The boys were so small that the wind resistance was minimized.

There was the usual delay in getting the riders numbered and on their marks, but when Starter Paul Thomas, of the C. R. C. A. called the roll 52 boys lined up. Although the course is outside of Atlantic City approximately 5,000 spectators were lined up on both sides of the road around the start, while a thousand more waited at the Pleasantville end of the road. Each bridge held its quota of spectators who looked in vain for accidents that characteristically refused to happen at these danger points.

Russell Brown and Edmond Townsend led the procession at the tape on the first return trip with Conover, Seldenridge, Prickett and others of the four and three minute boys bunches close behind. Conover kept plugging away resolutely and led at the last turn, followed by George Griffith, Seldenridge, Russel Brown, Edwin Berthold and Tom Park. Major Reed was in ninth position at the last turn, having shaken the other scratch riders on the first lap. Little "Major Taylor" Reed cut down the field like a mowing machine in the last lap.

Just after crossing the last bridge before reaching the finish, which was a half mile away, little Conover began to wiggle, which

was near a sprint as he could perform. Griffith, who was with him, wiggled also, but Conover wiggled faster and reached the tape "all in" but a number of lengths ahead of the other "kid" richly earning the brand

SIDE LIGHTS ON THE RACES.

No men deserve more credit than the officials, most of whom spent lots of money and who journeyed twice from New York and other cities to help make the race a

Bay View Wheelmen; M. E. Toepel, New York Motorcycle Club, and George W. Robb, judged the finish. Robb is an optimistic Philadelphia jobber who seems never to grow old; his assistance was invaluable.



GEORGE CONOVER, FINISHING FIRST IN YOUNG AMERICA HANDICAP

new bicycle and the Bicycling World gold medal that were the trophies of his chase. Major Reed was the classiest little prize package in the race, for he finished about a half minute behind Griffith for third place. As he had passed 38 riders in the five miles, and had out-riden the other riders that were placed on scratch with him, his may well be termed a remarkable ride. Both Conover and Reed rode Reading Standard bicycles. Forty-one riders finished, in the following order:

Pos.	Name and Club.	Hdcp. Min.	Time. M. S.
1	Geo. Conover, Atlantic City.....	4	27:02
2	Geo. Griffith, Atlantic City	3	26:07
3	Major Reed, Atlantic City	scratch	23:31
4	Joe Walters, Atlantic City	3	26:34½
5	Russell Brown, Atlantic City	5	28:35
6	Thomas J. Park, Atlantic City	3	26:43½
7	Walter Miller, Stevens W.	2	25:55
8	Horace Seldenridge, Atlantic City. 4		27:56
9	Frank W. Harris, H.B.Y. Cyclers. 2		26:07½
10	J. Prickett, Atlantic City	4	28:25½
11	Geo. W. Harris, H.B.Y. Cyclers. scratch		24:31½
12	C. Schondelmaier, Atlantic City ..	2	26:37½
13	E. Engle, Atlantic City	2	28:53
14	E. Townsend, Atlantic City	5	29:54½
15	Geo. F. Gehring, Atlantic City	3	27:55
16	Jos. Jacoby, Atlantic City	3	27:56½
17	F. E. Sullivan, Atlantic City	2	26:57½
18	Wm. Lamphear, N. Y. City.....	scratch	25:04
19	Bennie Subin, Atlantic City.....	4	29:05½
20	Geo. Leeds, Atlantic City	1	26:13
21	Gordon Miller, Philadelphia	1	26:23½
22	John Alexander, N. Penn W.	4	29:44½
23	A. McCaffrey, Atlantic City	5	31:14
24	Chas. Murray, Atlantic City	2	28:16
25	Ferdie E. Wagner, N. Penn W.	2	28:20
26	H. Wilkinson, Atlantic City	3	29:25
27	Chas. Matthews, Atlantic City	2	28:26½
28	Archie Chambers, Atlantic City ..	3	29:34½
29	J. Waffer, Atlantic City	5	31:42½
30	Eugene Evans, Atlantic City	3	29:55½
31	Ben. Subrensky, Atlantic City	4	34:49
32	Thos. Carson, Philadelphia	1	31:50
33	Jas. Conroy, Atlantic City	2	32:52
34	Geo. Brower, Atlantic City	5	35:54
35	Edw. Berthold, Atlantic City	3	33:58
36	Geo. Schondelmaier, Atlantic City. 5		36:03
37	Frank Kline, Atlantic City	3	34:04½
38	John Siracusa, Atlantic City	5	36:04½
39	Tom Rosswork, Atlantic City	5	37:14½
40	Richard Endicott, Atlantic City ..	5	37:45½
41	Geo. Rosswork, Atlantic City	2	35:02½

Time Prize Winners.

1	Major Reed, Atlantic City	scratch	23:31
2	Geo. W. Harris, H.B.Y. Cyclers. scratch		24:31½
3	W. Lamphear, New York City. scratch		25:04
4	Walter Miller, Stevens W.		25:55
5	Geo. Griffith, Atlantic City	3	26:07
6	F. W. Harris, H.B.Y. Cyclers	2	26:07½
7	Geo. Leeds, Atlantic City	1	26:13
8	Gordon Miller, Philadelphia	1	26:23½
9	Joe Walters, Atlantic City	3	26:34½
10	C. Schondelmaier, Atlantic City ..	2	26:37½

success. Timing a road race is a most difficult task, but that indefatigable sportsman, Dr. A. C. Griffin, ably assisted by H. F. Dreyer, S. C. Eaton, and Paul Thomas handled the watches in a manner that no other set of timers could have improved upon. The referees were S. C. Eaton of Philadelphia, and Will R. Pitman, the latter the veteran referee of the old Irvington-Millburn, and he was "onto his job" as usual. "Pit" disappeared during the race, but later when he trudged in from the course and handed in a list of numbers of riders whom he had caught being paced,



MAJOR REED, TIME PRIZE WINNER

there was no need of explanation. Starter Thomas had his hands full but sent the big field of riders away without incident. D. M. Adey, National Cycling Association; R. F. Kelsey, Ramblers B. C.; Frank Cornish,

Al Bartsch, Walter Van Kirk, Albert E. Wooten, Roland Turner, and H. Cadwallader checked and scored, and considering the bunches of fourteen and fifteen that crossed the tape neck and neck in the 25-mile race, it is a wonder that they placed all the riders correctly.

The most worried individual at the meet was Associate Manager Valiant. When the Joint Publicity Committee of the Cycle Manufacturers Association and the Cycle Parts and Accessories Association voted on August 9th, when the races were originally set for and had to be postponed on account of a two days' rain, to refund the car fare of the riders visiting Atlantic City the second time, it was understood that a check to cover the amount would be sent to C. A. Persons, chairman of the race committee. Therefore Valiant supposed Mr. Persons would be at Atlantic City with the money to pay the riders, but when the races started and there was no word or sign from Mr. Persons, there was a worried manager and some even more worried riders. Many of them had gone to Atlantic City with barely enough money to get them there and back, expecting to pay their board bills with the refunded car fare. Everybody that didn't have money borrowed from the more fortunate, but even so there was not enough to go around, and it is understood that some bicycles were left at the seashore as security for the bills. Later it developed that Mr. Persons did not know anything about the plan and did not receive the check to defray the riders' traveling expenses. Just where the negligence lies is not apparent at this moment.

Philip Kury and Samuel Rein, who respectively finished first and second, in the Industrial Handicap, are both members of the Roy Wheelmen of New York and both rode Tribune bicycles, geared to 86 inches. Kury is 19 years old and has been riding a

bicycle for two years, but this was the first event he has won. He was born in New York City, weighs 130 pounds and is 5 feet 7 inches in height. Rein is one year older, weighs 124 pounds, and stands 5 feet 3 inches. He was born in Hungary and has been riding a bicycle three years.

The prizes were distributed at C. A. Van Doren's bicycle store on Sunday morning,

chose the nifty looking Racycle that was specially finished in blue and white for this race by its donors, the Miami Cycle & Mfg. Co. Kury also was presented with a silver loving cup by the Hendee Mfg. Co. Sherwood was the biggest winner of all. He took the full nickled Yale bicycle for first time prize, and as he won on this make machine he was promised a new racing

record of 1:03:10 probably would have been broken, although that time was made on a course with but one turn, while this one had five turns, necessitating a slow down each time. Sherwood's time, 1:08:57½ was good considering the conditions under which it was made, while Major Reed's time in the "kids" race was excellent.

No refreshment stands were nearer than



YOUNG AMERICAS OF ALL SORTS AND SIZES

and of all the noisy crowds that ever have congregated there it was the worst. Everybody who finished the races got a prize and some of them got more; still others took things that did not belong to them. Late Sunday night Van Doren was trying to figure how much he was out. Some of the riders evidently had mistaken some of his stock for free prizes and had acted accordingly.

The proudest rider of the lot was little George Conover, winner of the Young America Handicap. For winning the race the lad got the World bicycle donated by Arnold Schwinn & Co., the Bicycling World's gold medal and a year's subscription to the Bicycling World. Young Conover puffed his little chest out till it seemed he would burst when the handsome medal was pinned on his blouse, and the bicycle given him. Major Reed took the Emblem bicycle for winning first time prize.

Kury had first selection of the place prizes in the Industrial Handicap and he

wheel by Frank Cornish, the Newark dealer. This in addition to a copper loving cup donated by the G. W. Cole Co., and several other place and time prizes, made a good afternoon's winnings. Mock selected the Columbia racer; he rode a Yale in the race. The Hudson bicycle went to Rein, the National was taken by Nelson and Allen drew the Reading Standard. The two guns donated by the Iver Johnson Arms & Cycle Works were selected by Stroud and Latimer; Bizarri and I. Phillips each got a gold watch. Hawkins and Bleuzat selected Fisher tube racing skates, while Schlosser quickly seized the unique dinner gong made out of steel tubes, although Van Doren was trying hard for it. Everybody got some of C. F. Peterlin's grips. The prize list, worked up by Chairman C. A. Persons, was the biggest donated for a bicycle road race in a decade and the riders seemed to appreciate the fact accordingly.

The course was in splendid condition and but for the high wind that prevailed the

a mile or more from the course, but the half dozen of "hot dog" and soda water vendors around the finish soon sold out. They made several trips back to the city for replenishments.

The worst thing the officials had to contend with was the crowd. The start and finish was just outside the city limits and consequently without the jurisdiction of the Atlantic City police department. Captain Woodburg was very favorable to the cyclists and strained a point to let one officer assist the officials. The department also loaned rope and it helped, but it was fortunate that the race was managed by able bodied officials who knew their book, else there might have been some frightful accidents.

One fact which alone must cause reflection is the number of active cycling clubs that were represented in both races. There were 23 of these, and including the unattached riders in the tabulation, 20 cities and towns were represented.

TEAM TOO FAST FOR WALTHOUR

He Gives Handicap to Samuelson and Downing and Loses—Three 'Lively Meets on Salt Lake Saucer.

Salt Lake City, Aug. 28.—Robert J. Walthour, of Atlanta, Ga., who came out here with the idea that he could show his heels to any rider on the Salt Palace saucer, bit off a bigger mouthful than he could properly masticate last night, when he tackled Billy Samuelson and Hardy Downing in a 20 mile paced race, giving the pair a handicap of six laps in the distance. Downing rode better than Samuelson and when he regained a lap that the "Pride of Provo" had lost, the 5,000 spectators gave the former prune picker a rousing ovation.

The match race was brimful of interest from start to finish. Samuelson took the first ten miles. At the end of two miles five laps the belt on Walthour's pacing machine broke and the race was stopped for repairs. Walthour could not gain on Samuelson for seven miles, but a little later the Southerner scored his first lap. Samuelson seemed to lose heart after this and lost three laps before Downing came on for his trick. The Californian made a bad pickup but after he got going had Walthour panting for breath. Downing gained one lap that his team mate had lost. The time, 27:47, is a new State record.

Kramer pulled Clarke in the two mile professional and got second from Hopper by a close decision, Clarke winning by an eyelash. Urban MacDonald made a good fourth. McFarland broke his chain, Pye dropped out, and Lawson did not start. Hardy Downing accounted for the mile invitation, beating Hopper, Wilcox, West and MacDonald in that order.

Parley Giles rode one of the best races of the season in the two mile handicap, starting from the 45-yard mark. Diefenbacher was second and De Mara, the lone scratch man, finished third. De Mara walked away with the half mile open, winning by the length of a stretch, with Crebs, Wright and Hollister, bunched for the minor positions. The summaries:

Half mile open, amateur—Qualifants: De Mara, Wright, Hollister, McCormack, Crebs, Giles, Eifler, and Broadbeck. Final heat won by De Mara; second, Crebs; third, Wright; fourth, Hollister. Time, 1:03½.

Half mile invitation, professional—Qualifants: Hopper, MacDonald, Wilcox, Mitten, Downing, Munroe, and West. Final heat won by Downing; second, Hopper; third, Wilcox; fourth, West; fifth, MacDonald. Time, 1:02½.

Two mile handicap, amateur—Won by Giles (45); second, Diefenbacher (35); third, De Mara (scratch); fourth, Hollister (85); fifth, Wright (55). Time, 4:03½.

Two mile lap handicap, professional—Won by Clarke (scratch); second, Kramer

(scratch); third, Hopper (45); fourth, MacDonald (135). Time, 3:53. Laps—Mitten 4, Munroe 4, Kramer 3, Williams 3, Wilcox 1.

Twenty-mile motor paced match handicap professional—Won by Samuelson and Downing as team; second, Walthour. Time, 27:47 (State record).

Salt Lake City, Sept. 1.—As a sprinter National Champion Kramer is in a class by himself, but when it comes to pace following he must deed the honors to some one else. That was proved at the saucer track last night when Kramer made his Salt Lake debut chasing the motors. The East Orangeman went against Walthour for five miles and the Southerner won by three laps, less 15 feet. Walthour took the lead from the start and passed Kramer for his first lap at the end of one mile and six laps. His second lap was scored at 3 miles 1 lap, and was within 15 feet of Kramer for a third lap at the gun.

The little "Kangaroo Rocket" rode rings around Lawson in the mile open. Pye, Hopper, Downing, Clarke, Lawson, Samuelson and McFarland qualified for the final. Two laps from the finish Downing went to the front, with Lawson hanging on. Lawson went out on the last lap, but could not hold out in the sprint against Clarke, who won as he pleased. Downing won the half mile open from Hopper and De Mara and Mayer took the honors among the "simon pures." The summaries:

Half mile open, amateur—Won by De Mara; second, Mayer; third, Giles; fourth, Crebs. Time, 1:00½.

Three mile lap handicap, amateur—Won by Mayer (110); second, McCormack (55); third, Broadbeck (160); fourth, Giles (25). Time, 7:07½.

Half mile open professional—Won by Downing; second, Hopper; third, Samuelson; fourth, Mitten. Time, 0:58.

One mile open, professional—Won by Clarke; second, Lawson; third, Hopper; fourth, Samuelson; fifth, Downing. Time, 1:59½.

Five mile match motorpaced, professional—Won by Walthour; second, Kramer. Time, 6:38½.

Salt Lake City, Sept. 3.—It very often happens that the things which shouldn't be, are, and the reverse. Ever since the Salt Palace saucer opened it has been that the attendance on Labor Day night has been smaller than on regular meet nights, when just the opposite state should prevail. The reason for this is that all the Salt Palace pleasure resorts close for the season on Labor Day and the people are anxious to visit them on closing night. This fact made the attendance at the meet last night small, although the longest program of the season was presented.

There were ten events in all, the features of which were the mile handicap professional and the unlimited amateur pursuit. The former was won by Wilcox from the 110-

yard mark in the fast time of 1:47½. Williams got the limit and with Munroe, Mitten, McDonald, Wilcox and West bunching in the first lap formed a combination that the back-markers could not break up.

Parley Giles won a brilliant victory in the unlimited pursuit after a long and hard ride from Wright. Eight riders lined up for the final. Hollister was the first tagged and Taylor and Crebs went down in quick succession. Mayer was eliminated at the end of the second mile and De Mara followed at two and one-half. Giles overhauled and passed Wright and Diefenbacher in the next mile.

Walthour had no trouble in defeating McFarland in their unlimited match pursuit, it being plainly evident that McFarland was not himself. In fact he has not been since his bad accident and is only riding to fill his contract. Saxon Williams finished first in the half mile handicap professional invitation, with Wilcox second and Munroe third. The summaries:

Three-quarter mile open, amateur—Qualifants: De Mara, Morgan, Hollister, Wright, Giles, Mayer, Crebs and Diefenbacher. Final heat won by De Mara; second, Hollister; third, Wright; fourth, Giles. Time 1:37½.

Unlimited pursuit, amateur—Qualifants: Taylor, De Mara, Crebs, Giles, Diefenbacher, Wright, Hollister, Mayer. Final heat won by Giles; second, Wright; third, Diefenbacher; fourth, De Mara; fifth, Mayer. Time, 9:56½. Distance, 3 miles 3 laps 82 yards.

Half mile handicap, invitation, professional—Won by Williams (80); second, Wilcox (40); third, Munroe (85); fourth, West (60). Time, 0:54.

One mile motor, record trials—Gus Lawson, 1:11½, T. M. Samuelson, 1:13.

One mile handicap, professional—Won by Wilcox (110); second, West (100); third, MacDonald (115); fourth, Williams (145). Time, 1:47½.

Unlimited match pursuit—Won by Walthour; second, McFarland. Time, 4:53. Distance, 2 miles 2 laps 85 yards.

Stubbs the Star at Birmingham.

At the meet of the Birmingham (Ala.) Motorcycle Club on Labor Day, Robert Stubbs (Manson) made almost a clean sweep. He won the two mile open in 2:48, the five miles for Manson motorcycles, and the 15-mile handicap from scratch in 18:43, there being a field of fourteen. He had a safe lead in the ten miles open when his chain broke, permitting Meager (Indian) to capture the event. Stubbs was second.

Schultz Defeats Bewley at Reading.

As the F. N. motorcycle did not show up at the challenge race meet of the Reading (Pa.) Automobile Racing Association at Shillington Park on Saturday last, 31st ult., for its match against the R-S, Theodore Schultz and William Bewley, both on R-S's, rode a five mile match. Schultz won in 9:02½.

FOGLER BEATS LOGAN AND WILEY

Captures Unlimited Pursuit Event at Revere Beach—MacLean Winner in 30-Mile Motor-Paced Pursuit Race.

His record this year stamps Joe Fogler of Brooklyn, as one of the best unlimited pursuit riders in America. Fogler's latest victory was made at the Revere Beach saucer, Boston, last Saturday night, 31st ult., when he defeated Pat Logan and George Wiley, riding as a team, after a hard ride of seven miles.

Fogler started on the tape with Wiley and Logan on the backstretch. The latter pair alternated in making pace and gained a little at the start. At $1\frac{1}{2}$ miles they had gained a quarter of a lap on Fogler, but the Brooklyn man just plugged away and at three miles was on even terms again. Logan began to get tired and Wiley sprinted away. For a time it looked as though he would overhaul Fogler, but the latter, after resting a few laps, sprinted and then Wiley popped and died.

Hugh MacLean was the only rider left in the 30-mile three-cornered pursuit race before that distance was reached. Moran got the lead at the start, but did not keep it long, giving way to MacLean and Collins. MacLean gained a lap on Moran at $1\frac{1}{2}$ miles and in the fourth mile Collins and MacLean both passed Moran, MacLean scoring his first lap on Collins shortly afterward.

Moran's motor was not firing regularly so he switched, but the change was no better and the Chelsea milkman lost steadily. A third pacing machine was tried with no better results and it went to the bad in the 20th mile causing Moran to quit. From the fifth to the tenth miles Collins and MacLean fought a good issue. In the eleventh mile, while passing Moran, Collins wavered an instant and lost half a lap. A mile further MacLean punctured, but was given the lost distance as he secured a new wheel and got going again in less than a mile. He showed his mettle when Collins tried to pass and after several laps neck to neck, MacLean stalled off the Lynn boy's rush.

At 15 miles MacLean was just two laps ahead of Collins, with Moran two miles in the rut. Just after completing 25 miles Collins' motor snapped the driving chain, putting the youngster out of the running. MacLean was declared the winner at the end of 26 miles.

The curtain raiser was a 5-mile open amateur with mile prizes. J. W. Walker of Wakefield, won the first, second and fourth mile prizes, J. S. Grant of Lynn, winning the third. At the finish Al. Goodrich had sprint enough to cross the tape a length ahead of Grant, with Walker trailing for third place. The summaries:

30 miles, motor paced, professional—Won by Hugh MacLean, Chelsea, after riding 26 miles. Also ran—Elmer J. Collins, Lynn,

and James F. Moran, Chelsea. Time, 10 miles, 15:13 $\frac{1}{2}$; 15 miles, 22:31 $\frac{1}{2}$; 20 miles, 30:58 $\frac{1}{2}$; 26 miles, 40:25 $\frac{1}{2}$.

Five mile open, amateur—Won by Al. Goodrich; second, J. S. Grant; third, J. W. Walker. Time, 13:03 $\frac{1}{2}$. Mile prizes, Walker 3, Grant 1, Goodrich 1.

Unlimited match pursuit—Won by Joe Fogler; second, George Wiley and Pat Logan, as team. Distance 6 miles 6 $\frac{1}{2}$ laps. Time, 15:51 $\frac{1}{2}$.

Gorman Wins Road Race at Woburn.

Five thousand people lined the streets of Woburn, Mass., last Saturday afternoon, 31st ult., to see the 10-mile handicap through the streets of the city. Owen J. Gorman, a local rider, with a handicap of 1 minute 30 seconds, won both time and

**IF YOU ARE
A CRANK**

ABOUT THE KIND OF TAPE
YOU USE, GET IN LINE
WITH SIMILAR CRANKS
WHO USE NOTHING BUT

M. & W. TAPE

NEVER KNOWN TO DRY UP

MORGAN & WRIGHT

DETROIT

NEW YORK BRANCH: 214-216 WEST 47TH ST.

place prizes from a field of thirty riders in 32 minutes 30 seconds.

The course was through the city, three laps making ten miles. A large force of Distance Lengthened to Full Two Hundred accidents resulted. P. Cutter, of Wakefield, from the same mark as Gorman, was a close second, winning second prize in both classes. His time was 32:35. For winning Gorman received a bicycle and a gold watch. The other finishers were: F. Stillman, Melrose, 3d; J. Trevis, Woburn, 4th; Bob Parker, Woburn, 5th; C. Vanderbilt, Lawrence, 6th; A. Goodrich, Brockton, 7th; Desmet Lawrence, 8th; H. McDonald, Woburn, 9th; Ramsdell, Cambridge, 10th; Tony Magri, Watertown, 11th; J. Grant, Lynn, 12th; E. Brakevelt, Lawrence, 13th; T. Panacy, Brockton, 14th; Bob Hammond, Woburn, 15th; J. C. Boyce, Lynn, 16th; Tony Holyn, Woburn, 17th; William Lewis, Chelsea, 18th; H. McPartlin, Woburn, 19th; D. Moreland, Woburn, 20th; R. Archibald, Brockton, 21st; A. Snowden, Melrose, 22d; F. Williams, Cambridge, 23d; E. Holmes, Brockton, 24th; John Carroll, Winchester, 25th; M. Barber, Brighton, 26th.

PLANS FOR THE ECONOMY TEST

Distance Lengthened to Full Two Hundred Miles—Refillings to be Permitted at Only Two Points.

In order that the distance shall be full 200 miles, Bridgehampton, L. I., has been fixed as the turning point of the economy test on September 14th, under the joint auspices of the New York and Brooklyn Motorcycle Clubs. Brooklyn to Southampton and return, 190 miles, was the route of the remarkable contest in 1905, in which the winner, Frank P. Baker, of Brooklyn, on a $1\frac{3}{4}$ horsepower Indian, used but 5 quarts and 1 ounce of gasoline, which at the rate of 25 cents per gallon, made the cost of the long journey but 32 cents. This works out at the rate of 1.7 mills per mile, or more than six miles for one cent, a performance that caused the world to sit up and take notice, and one which it will be difficult to equal in next week's contest.

The start will be made at 5 o'clock a. m. from the Brooklyn Motorcycle Club's quarters, 1059 Atlantic avenue, where tanks will be filled and sealed. Refillings and resealings will be permitted only at Bayshore and Southampton, where the quantities obtained must be certified to; at the finish, which will occur at the Brooklyn's club house, the results will be made known. On the road competitors must average 15 miles per hour.

The competitors will be divided into two classes: A, those using single, and B, those using multi-cylinder machines. Class A will be subdivided into those using motorcycles of less than 3 horsepower and those employing 3 horsepower and over. In order to encourage the riders who are not connected with the trade, the best of the several prizes in each class that will be awarded, will be given for the best performances by private owners. A cup will be given also for the best aggregate average made by the members of the New York and Brooklyn clubs, to be based on the performance of an equal number of survivors from each organization. The event has been sanctioned by the Federation of American Motorcyclists, the entry list being in charge of H. J. Wehman, 154 Nassau street, New York.

Canadians Win at Buffalo.

W. Anderson and J. H. McDonald, two Canadian cracks, took a trip down from Toronto on Labor Day, 2d inst., to measure strides with Buffalo's best in the two bicycle race promoted by the Buffalo Athletic Association at the Kenilworth Park track. They made good, Anderson winning the mile open from his team mate by a half length in 3:30 $\frac{1}{4}$. P. Silvie, of the Irish-Canadian A. C., was third, and John Newland fourth. A. Fischer, a 90-yards marker, won the 2-mile handicap from Anderson. J. Scheider finished third and J. M. Tanner was the only scratch man to get a prize, crossing the tape fourth.

RUNAWAYS ON HORSE NECK

These and a Clambake Features of Fall River Outing—Friends, Neighbors and Customers Entertained.

Mr. Marsh held his annual picnic or outing at Fall River, Mass., on Saturday and Sunday last. Two years ago a referee at an F. A. M. race meet ruled out of an event restricted to catalogued machines one of Mr. Marsh's motorcycles, which even he himself had never seen in any catalogue, but despite the fact he got real mad, and refusing to play any more, he went home and had printed "National Association of Motorcyclists" on several sheets of paper; and probably because it sounds better, he held his outing at Fall River under that title. "Fritz" Sawyer, his traveling man, who lives in Fall River, made the necessary arrangements, and was director-general of the picnic. Mr. Marsh is understood to have paid the bill for the entertainment, which consisted of a clambake served on Sunday. The outing was attended by Mr. Marsh's partners in Waltham and New York and by several of their friends and customers. A number of Sawyer's neighbors also participated and voted the affair a huge success. A "motorcycle show" was one of the features of the occasion. It consisted of a big four-cylinder Marsh. It aroused considerable curiosity. It was to have been tried out but for some reason it did not run.

For the benefit of the "outlawed" employees and neighbors who are barred from competing under the auspices of all recognized sports governing bodies, three races were held on Saturday, August 31, on Horse Neck beach, a mile and a half strip of sand near Fall River. All proved uninteresting runaways. The results follow:

Twenty-four miles handicap—Won by Guy Green, Waltham (1:00), 34:35; second, Wm. Mitchell, Waltham (scratch), 35:15; third, W. A. Estes, Waltham (7:00), 38:30; fourth, W. Metz, Brockton (7:00), 39:15; fifth, C. Libby, Lynn (1:00), 41:15; sixth, F. Watkins (7:30), 41:55.

One mile—Won by William Mitchell, 1:17½; second, Charles Libby, 1:20½.

Three Miles—Won by William Mitchell, 4:11½; second, Guy Green, 4:16; third, W. A. Estes, 4:30; fourth, Walter Metz, 4:35; fifth, Frank Watkins, 4:44.

After the races, officers for the next annual outing were elected, apparently by as many as eleven "delegates" who are recorded as being present. Ed. Gorbereux, Yonkers, N. Y., and Joseph Oatman, New York, were again made president and treasurer, respectively, Mr. Oatman and Mr. Marsh's partner doing the nominating. Alonzo A. Hoyt, of Brockton, Mass., one of the Marsh employees, succeeded Dwight Patterson, of New York, as secretary and it

is thought will have little difficulty in distinguishing the roster from the factory pay roll. Neither the president nor the treasurer ever owned a motorcycle, but as they are cronies of Mr. Marsh's New York partners and don't like some of the F. A. M. officers, no other qualification for officiating at the annual outing is necessary.

Fischer First in Odd "Championship."

Although down in Baltimore they are supposed to know better, the promoters of the Labor Day race meet at the Gentlemen's Driving Park ran a motorcycle handicap race, which was misstiled a "Southern championship." The distance was five miles, and seven riders, all on Indians, made the event an interesting one.



CYCLISTS ATTENDING A MODERN LADY GODIVA

W. S. Fischer succeeded in beating out "Chic" Thomas by 19 seconds. Nelson Johnson was third. Lee Wheeler, Herbert Webber, George Louis and A. M. Gault also ran. Time, 8:50.

Saran Leads Thirty-eight Texans.

J. C. Saran, riding with a 8 minutes handicap, won the 12 miles handicap road race at San Antonio, Texas, on Labor Day. His time was 38 minutes. The finish between Pytel, Madder and Morse, the scratch men, was particularly close, the first named winning the spurt by a half length in 31:05. Thirty-eight riders finished, the first six in this order: J. C. Saran, Charles Doetting, John Woerner, Otto Loeloff, Arthur Burnett and William Loullard.

Bicycle Police Squad for Louisville.

Louisville, Ky., is to mount 25 policemen on bicycles and 12 on horses. They are not to be employed solely in chasing automobile scorchers or in regulating traffic, but are to be stationed in the residential districts for the better protection of that part of the city, because of their ability to cover very much more ground and oftener than the "sidewalk pounders."

LADY GODIVA'S MODERN RETINUE

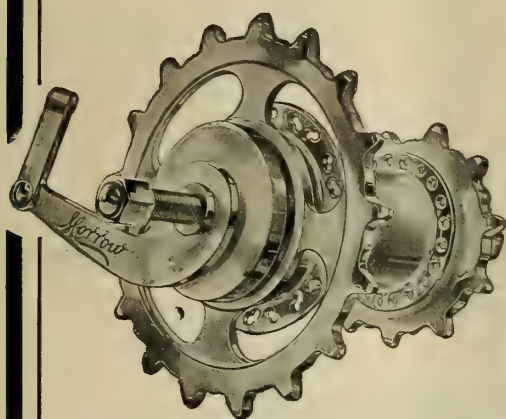
Twentieth Century Feature in a Pageant Recalling an Eleventh Century Myth—Cyclists Included in the Event.

There was a curious comingling of the mediaeval and the modern in the pageant that attracted many thousands of people to the ancient market town of Coventry, England, on August 7. It is a far cry from the white palfrey of the Lady Godiva to the two-wheeled mount of the twentieth century—just about ten centuries, as a matter of fact. Both were represented in the pageant. When the wife of Leofric, Earl of Mercia

and Lord of Bourne, rode through the market place of the town, away back about the year 1040, clothed only in her luxuriant tresses and her native modesty, none beheld her except a tailor who was stricken with blindness for his rubbering, and who figures in mediaeval myth as "Peeping Tom of Coventry," the prototype of all the despicable tribe to which key-holes and other peek-a-boo conveniences are a godsend. When the modern Lady Godiva took the ride early in the present month she was clothed in something more than luxuriant tresses, but something less of native modesty, for she paraded several hours to the delight of "Peeping Toms" who were not obliged to get their view of her through holes in window shutters at the risk of going blind. The original Lady Godiva rode unattended, but La Milo, who personated her in this present year of grace, is a music hall performer, in imitating her, wore tights and gauze drapery, and she was attended by a retinue representing every period in English history, from the eleventh century to the twentieth, the bicycle riders shown in the accompanying picture forming part of the modern feature in the parade.

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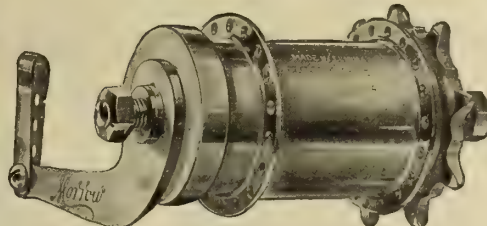
are at your disposal for your next season's requirements of **Front and Rear Hubs.**



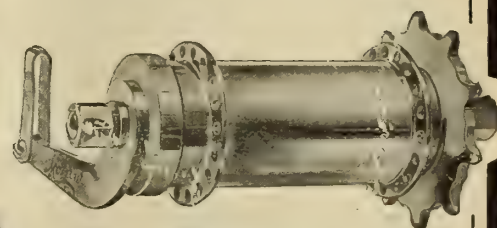
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Front Hubs to Match



For Bicycles



For Belt-Drive Motorcycles

Of course

it is needless to say that on bicycles and motorcycles the **Morrow Coaster Brake** will be as it has always been, first among the best.

Eclipse Machine Company, ELMIRA
N. Y.

Evidence of Pennsylvania Hospitality!

Mr. E. Toepel, captain of the New York Motorcycle Club, and Alberto Bartsch, the Hackensack artist-poet, made Atlantic City the objective of an over-Labor Day tour and as a result they are much wiser than they were as to the enforcement of the Pennsylvania law. Although they were aware that that hospitable state exacts an "admission fee" of \$3 from all non-residents who use a motor of any sort, some one told the captain and the artist that the law was not being rigidly enforced. Accordingly they returned via Philadelphia and in that city of brotherly love they were not molested. On the road between Philadelphia and Trenton, however, Bartsch was held up by constables, first, for not tooting his horn at cross roads, and second, for not having a Pennsylvania license. Toepel was in front and had not been stopped and when Bartsch's license was demanded he sort o' remembered that Toepel had it! He was permitted to hurry up in order to get it from the captain. As he is still hurrying, the constable is still waiting.

Planning Race Meet at Newark.

After several fruitless attempts to promote an even mildly successful road race the outlawed National Federation of "Amateur" Cyclists is going to call upon its "angels" to give up more money to enable it to attempt a track meet. One has been scheduled for September 28th, at Weequa-

his Park, Newark, N. J. The misled Bay View Wheelmen are named as the backers. As Weequahic Park is municipal property, and the city does not allow admission to be charged to the grounds, there will be no gate receipts.

Logue Captures a Race at Philadelphia.

Michael Logue won the mile open at the annual Catholic Young Men's Archdiocesan Union games, at the P. R. R. Y. M. C. A. grounds, Philadelphia, Saturday last, 31st ult. Dan Trotter was a close second, and Neal Coyle third. Charles F. Gerhard was fourth. Time, 3:11. Neal Coyle beat "Mike" Logue in the half mile open, William Brown finishing next. George Ross trailed for fourth. Time, 1:31½.

Georke Wins at the Irish Games.

Walter Goerke, of Brooklyn, N. Y., the two miles motorcycle champion, placed another victory to his credit at the Hibernians' field day at Waterbury, Conn., on August 31. Riding an Indian, he accounted for the five miles motorcycle event in 7:54½. E. Brereton, New Haven (R-S), was second, and Henry Jarmie, New Haven (R-S), third.

McCrea Retains His Title.

Illinois's "Pride," J. Nash McCrea, of Springfield, kept his reputation unsmirched by winning the mile open in that city on August 28th. No time was stated.

Time and Place Honors for Showalter.

--Riding from scratch, Carl Showalter, a speedy member of the Garden City Wheelmen, carried off both time and place honors in a hard fought 27-mile handicap road race at San Jose, Cal., Sunday last, 1st inst. Showalter's time was 1:21:57.

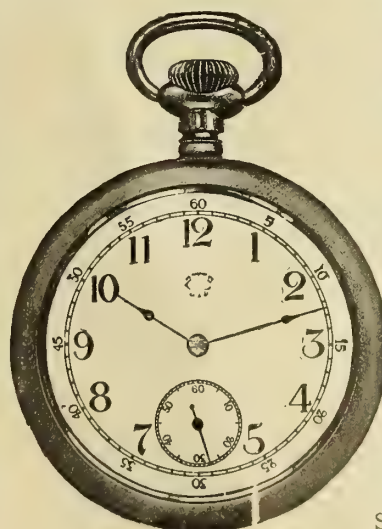
Forty riders started in the race and it took the scratch men 23 miles to now down the field. Then Showalter went to the front and beat out Willard Parsons, also a member of the promoting organization, by two lengths. Showalter rode a Racycle.

A crowd numbering 1,000 watched the race, which was run over a six-lap course. A dozen bad falls marred the race somewhat and Parsons was one of the unfortunates. He had a collision with William Chaboya, but pluckily remounted and after a long ride caught up with the leaders. Chaboya quit after the fall. Howard Waltz punctured, and Livio Maggini, from whom much was expected, broke his handlebars and only escaped a nasty fall through his ability as a trick rider. Here is the way the riders finished:

1, Carl Showalter (scratch), 1:21:57; 2, Willard Parsons (0:45); 3, Charles Chaboya (scratch); 4, Arthur Daggett (scratch); 5, J. MacCormack (4:30); 6, R. Bryant (7:00); 7, L. Thomas (5:30); 8, J. Krusich (4:30); 9, E. Klos (7:00); 10, E. C. Zarnecke (4:30); 11, J. Ward (3:00); R. Chaboya (5:30).

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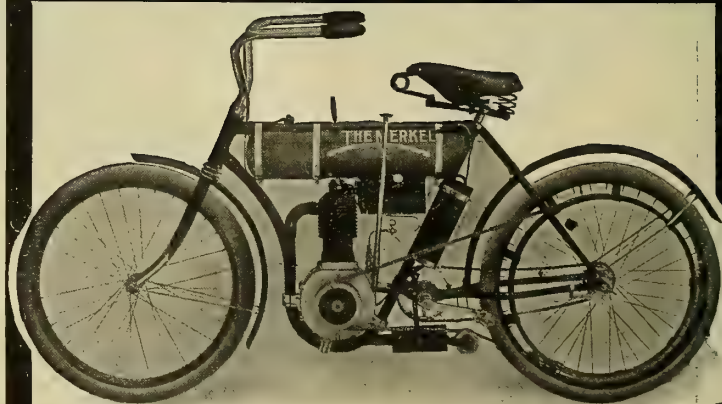
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The Week's Patents.

863,622. Motor Vehicle. Charles Mesick, Jr., Hackensack, N. J. Filed Sept. 8, 1904. Serial No. 223,681.

1. In a motor vehicle, a sparking device for the motor, stops between which the sparking device has movement, one stop indicating full speed and the other stop low speed, a shifting driving sprocket, means for driving said sprocket from the motor, and devices for disconnecting the sprocket from the motor and simultaneously bringing the sparking device in position to reduce the speed of the motor.

863,630. Motor Bicycle. Silvester Pannelli, Worcester, Mass. Filed Nov. 14, 1906. Serial No. 343,387.

1. In a motor vehicle or cycle, a combined transmitter and brake pivoted on the hub of the motor shaft, and actuated by an eccentric wheel or cam rotating between the jaws of a fork projecting from said transmitter, and the eccentric wheel or cam operated by the pedal cranks.

864,056. Handle Bar. Carl Altenburger, Chicago, Ill. Filed Sept. 5, 1906. Serial No. 333,343.

1. A handle bar for a bicycle or the like, comprising a fixed member having its end walls provided with slots and movable tubular members hinged to the fixed member, said movable members having inwardly extending annular flanges at their inner ends, rods having T-heads engaging the slots of the fixed member, said heads being of greater length than the width of the slots, springs encircling the rods, and having one end abutting against the inwardly extending annular flanges, and nuts on the rods against which the outer end of the springs abut.

860,074. Vehicle Numbering Device. August Balzer, New York, N. Y. Filed Dec. 5, 1906. Serial No. 346,370.

1. In a number plate or sign for vehicles, a plate having a central opening and lug-receiving loops in the plate in combination with figures having longitudinally extending lugs at their upper and lower extremities adapted to take into said loops and hold the figures in place across said opening, substantially as described.

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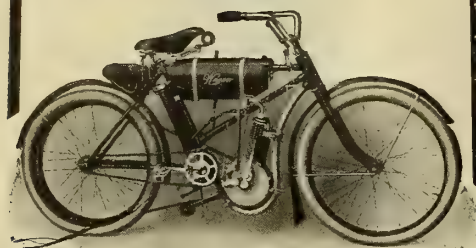
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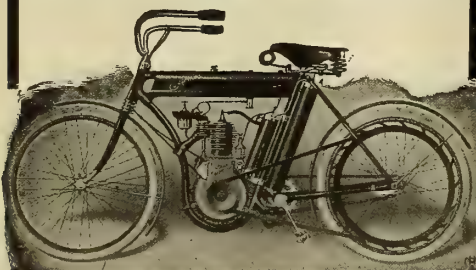
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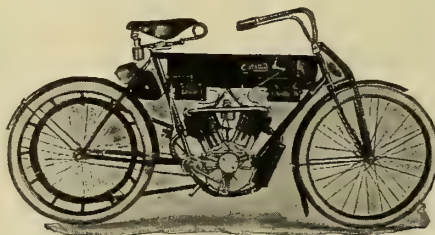
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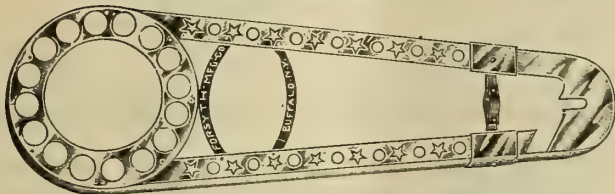
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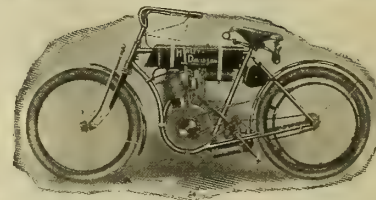
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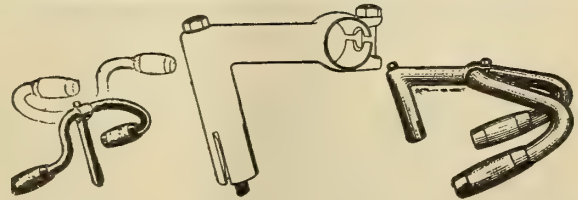
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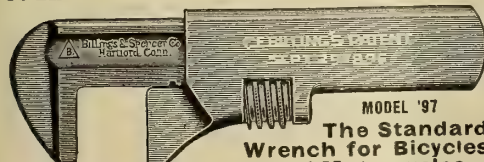
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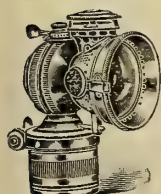
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The following manufacturers are licensed to make and sell single tube tires under the Tillinghast Patents:

Hartford Rubber Works Co.

Diamond Rubber Co.

Fisk Rubber Co.

Pennsylvania Rubber Co.

**Indiana Rubber &
Insulated Wire Co.**

Goshen Rubber Works

Lake Shore Rubber Co.

B. F. Goodrich Co.

Goodyear Tire & Rubber Co.

Kokomo Rubber Co.

**International Automobile &
Vehicle Tire Co.**

Morgan & Wright.

**Boston Woven Hose
& Rubber Co.**

SINGLE TUBE AUTOMOBILE & BICYCLE TIRE CO.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

Volume LV.

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No. 25

GONE BUT NOT FORGOTTEN

Morris-Grinberg Forced from Cortlandt Street and Are "Merging" Themselves —\$100,000 They Didn't Get.

The way of the New Jersey commuter and of the stranger who comes within the gates of New York via the downtown Hudson river ferries is somewhat safer than was the case but a few short days ago. Morris & Grinberg, otherwise the Manhattan Storage Co., are no longer on Cortlandt street. The march of improvement has brought about the destruction of the building on that thoroughfare, from which, for too many years, Morris & Grinberg were wont to view the stranger and to take him in, not to mention the thousands of New Jerseymen who live in New York and sleep across the river, and who passed the place twice each day.

The store is gone, but there are those who will not soon forget it, even though there be effaced from memory the soft boiled bicycles and half baked tires and the highly colored tags with lowly colored figures which adorned the view and which pointed the way to other "bargains" within. The route to New York via Cortlandt street is safer because those temptations have been removed. Another of the Morris & Grinberg stores also has been closed, and still another, the one in which for a time that interesting pair masqueraded as the Manufacturers Outlet Co., and explained how they were "helping" the "ruined" cycle industry by unloading ancient Eagles and unknown, unnamed tires on the dear public—this store, too, is soon to shut its doors. Then will all the remaining chattels and relics be carted uptown and mingled with lovely automobiles which have seen far better days and which now constitute the best bait on the Morris-Grinberg hook.

The suit of Morris & Grinberg against the Motor World for \$100,000, which

paltry sum was desired as balm for damage alleged to have been caused by an exposition of the firm's pretty ways of selling second hand automobiles has been closed, also. After it was so bravely filed, it was permitted to linger long, so long that the court dismissed it last week for lack of prosecution. The Motor World is a close relative of the Bicycling World, and had the suit come to trial, much that occurred on Cortlandt street, and that would have proven of keen interest to the cycle trade would have been brought out, also would it have thrown much light on the charming personalities of Mr. Morris and Mr. Grinberg, who, long before bicycles attracted them, had dealt not only with diamonds, but with pianos, watches and even lumber. The lumber business was the one that proved a stumbling block and temporarily caused their retirement from commercial pursuits, although during the hiatus they did not lack companionship of kindred spirits, who also were wise in the ways of the world.

Evidence of Denver's Prosperity.

Gougar & Todd, the well known dealers in Denver, Col., generally rated as the best bicycle town in America, evidently have enjoyed a full share of the prosperity. They have placed contracts for the erection of a four story brick building, with basement, 50 by 125 feet, on California street, between Fourteenth and Fifteenth streets, which will cost \$43,000. The basement and street floor will be occupied by the firm, while the three upper floors already have been leased as an apartment house. When the building is completed, Gougar & Todd expect to have the finest bicycle store in the West.

Alling "Invades" New Jersey.

The Alling Rubber Co., who maintain a chain of stores in New England, each of which handles bicycles, tires and sundries, have for the first time stepped out of that territory and established a store in Paterson, N. J.; it is located at 131 Main street.

AUSTRALIA'S HIGH TARIFF WALL

New Duties Practically Prohibitive, Except on Parts—Apparent Aim to Create a Native Cycle Industry.

From the spasm that England is suffering because of the new Australian tariff which has just gone into effect and under which England even enjoys a preferential rate, it would seem that the new duties would force American bicycles out of Australia altogether. The change in the tariff, which went into operation on August 9, came about almost unannounced and with a suddenness that proves a startling shock to the cycle trade, since it imposes prohibitive duties on bicycles and motorcycles.

On bicycles from the United States or other countries, except England, the new law exacts a duty of 105 shillings, about \$26 apiece, or, if the price of the bicycle is sufficiently high to make the latter rate greater than 105 shillings, 30 per cent. On bicycles from England a slight concession is made, the duties being 100 shillings, about \$25, or 25 per cent., whichever figures out the higher. From the American standpoint, therefore, any bicycle which sells to the Australian trade for less than about \$87, must pay \$26 duty, while a bicycle selling to the trade for more than \$87 would pay 30 per cent. The spectacle is thus presented in the cheaper classes of a \$15 or \$20 bicycle having a \$26 duty assessed against it.

American motorcycles are treated no better, the minimum tariff being 210 shillings, about \$52, while 30 per cent. is assessed if the latter yields a greater sum. English motorcycles must pay 200 shillings or 25 per cent., whichever is the greater.

For the persistent exporter there remain possibilities in the schedules fixed for cycle parts, which are subject to a much lower duty, suggesting the desirability of shipping bicycles unassembled, to be put together

by Australian assemblers. Cycles parts, plated, brazed, enameled, or permanently joined (including chains), cycle accessories and parts thereof, are assessed only 25 per cent., those from England being taxed 20 per cent. Parts not included elsewhere in the schedule (including steel bars for the manufacture of rims), also unplated parts, are assessed but 15 per cent., England's preferential rate being 10 per cent. Further economies might thus be effected by shipping some parts unenameled or unplated, this work to be done by arrangement in Australia.

Cycle tubing and fork sides in rough liners, including bent tubing not brazed or plated is subject to only 5 per cent. duty, English exports being free. This would indicate, as, indeed, the Australians have already confessed, that the purpose of the new tariff is not "for revenue only" but in this feature aims to build up a native bicycle manufacturing industry.

Without it being clear what was the reasoning that caused the distinction, children's bicycles are not subject to the same prohibitive minimum tariff as are bicycles for adults, only 25 per cent. ad valorem being collected, the English products paying 20 per cent. The rate for certain parts of vehicles, including axles and springs, when imported separately, is 35 per cent.—English 25 per cent.

While the law covers a great range of articles and has stirred the whole English manufacturing trade to indignant protest, the cycle manufacturers have been particularly rabid. At their instigation special meetings of various city boards of trade have been held and memorials addressed to the Colonial Secretary, urging his lordship to take Australia to task for putting the tariff into force without due notice and to request a postponement of its operation for three months or so, in order that the trade may have an opportunity to adjust itself to the new conditions. If such a postponement is allowed, it is the duty of those interested to see that the trade in the United States shares its advantages. The likelihood of Australian agreement to such a plan is, however, very remote, the attitude of those responsible being very independent.

Diamond Opens House in Los Angeles.

The Diamond Rubber Co. has "opened up" a branch in Los Angeles, at 1207-09 Main street. It is in charge of F. O. Nelson, who previously traveled southern California for the Diamond San Francisco branch. The Los Angeles house is equipped with a complete stock.

Jobbers from Afar in New York.

L. M. Passmore, of the Appeal Mfg. & Jobbing Co., Los Angeles, Cal., and L. J. Hood, of Walthour Hood, Atlanta, Ga., are distant jobbers who are in New York this week arranging their accounts for next year. J. T. Bill, of J. T. Bill & Co., Los Angeles, is on his way here for the same purpose.

JANITORS AS BICYCLE DEALERS

Peculiar Condition in the Second Hand Trade in New York City—Difficulty of Finding a Good Article.

While there is more or less common belief that there are thousands of good, unused bicycles lying about in cellars and attics, the condition of the second hand bicycle market in New York City would seem to indicate that practically all the old bicycles of repute that are in decent running order are in use by their owners, or already have been disposed of. As a matter of fact, it is a difficult matter to get a good second hand bicycle, and reputable dealers like F. A. Baker, H. A. Glieman, F. B. Widmayer, who in the course of business could dispose of a great many of them if they were obtainable, say that they are not to be found, only semi-occasionally, and that the average specimens that can be secured in a legitimate way nearly always prove either veterans of long, long ago, or unnamed, or fancifully named crocks whose parentage is doubtful.

The result of this scarcity is that the alleged storage companies and others professing to make a specialty of second hand and job lot bicycles, are this season rather hard put to secure anything like a decent showing of stock, and the second hand situation, if it may be so called, has drifted into a peculiar channel. The seeker after a second hand bicycle finds that what looks like the greatest opportunity for selection lies in the columns of an afternoon paper which makes a feature of its "for sale" and "exchange" advertising, and in which there are a great many offers of second hand machines. Efforts to see the bicycles advertised usually result in finding that the advertiser is a janitor on the East Side, though why the business should fall into the hands of janitors as a class is not apparent. The investigator generally learns that the particular bicycle that was described in the advertisement has "just been sold," but that there is another bargain on the tapis which is quite as good. So common is this story that it is the evident practice of the janitor school of bicycle merchants to employ a mythical machine as the subject of their offers, relying upon selling some kind of an old crock upon the inquirer's arrival.

Strange and wonderful tales are sometimes invented to explain discrepancies between the bicycles themselves and the selling "spiel" that is delivered in connection with them. One inquirer, who had been tempted by a recent offer of a "Tribune bicycle, in good condition, with coaster brake, \$8," after being told how that particular bicycle had been bought only a few minutes before by an eager customer, was shown another machine, represented to be just as good as a Tribune. But the in-

quirer, while he did not profess to know a great deal about bicycles, was of the opinion that if it were a high grade bicycle, it would have a nameplate on it. Upon giving expression to his doubts, the East Side janitor's reply explained the absence of the nameplate in such novel fashion that undoubtedly will arouse the green eyed monster of envy in fake storage establishments where "explanations" are necessary at every turn.

"Why, man!" exclaimed the janitor, "this bicycle was built to order, for a rich gentleman. Every part of it was specially made. There is no other just like it. They don't put nameplates on built to order bicycles."

Danger of Repeating Trade Canards.

That it is dangerous to repeat a trade canard concerning any make of bicycle, an English repairman now has reason to know. The repairman, Woodger by name, refused to adjust a bicycle for a woman customer on the ground that the Cycle Trades Association, of which he was a member, would not allow him to touch that particular make of machine under a penalty of \$150, because it was built up of German made parts. The woman wrote to the makers of the bicycle, and they had Woodger brought into court for libel. The latter told the court that he had no recollection of making the statements referred to, but that if he did so it had been without malice. The bicycle manufacturers proved to the satisfaction of the court that the story of their machines being made of German parts was a fabrication invented to prejudice the trade, and the judge took the view that the defendant could not very well give it repetition without intent to damage the company's reputation. A perpetual injunction was granted restraining the defendant from repeating the libel, and he was assessed the costs, which were rather heavy.

Curtiss Evolves a Two-Speed Pulley.

After investigating the two-speed subject, the G. H. Curtiss Mfg. Co., Hammondsport, N. Y., have hit upon a device which they believe will not only serve practically the same ends but which is very much simpler and which can be marketed for less than half the price of a two-speed gear. The Curtiss invention comprises an adjustable engine pulley, which may be described as having two steps, a lever permitting the belt to be thrown from the high to the low step or vice versa; it is also provided with an idle ring that affords a free engine. The device is, of course, applicable only to belt driven motorcycles.

M. & W. Branch for Los Angeles.

For the accommodation of the trade in Southern California, Morgan & Wright have established a branch in Los Angeles at 118-122 East Tenth street. The volume of business in that territory has increased to such an extent that it no longer could be handled by the San Francisco house.

GERMANY AS A TRADE COMPETITOR

Effectiveness of Labor There as Compared with America—Experience and Views of an American Manufacturer.

A. F. Rockwell, president of the New Departure Mfg. Co., who recently returned from an extended trip to Europe, made quite a study of German industrial conditions abroad, and his opinions therefore are full of interest, particularly as it is Germany that has captured the lion's share of the cycle export trade and also because it is there that the New Departure Co. itself maintains a branch factory for the production of coaster brakes.

"It was about four years ago that we found it necessary, in order to protect our German patents, to establish our plant in Germany," said Mr. Rockwell, in giving his views. "The work was of a nature requiring machining operations, and as it was necessary that all parts of the German product should be interchangeable with that made in this country, all tools, gauges and jigs have been supplied from the home plant. The complete installation of machinery was supplied from America, and all operations are the same to the smallest detail. We are thus afforded a reliable means of comparison as between the effectiveness of labor in the two countries.

"In our line of manufacture, we have proved, contrary to the generally accepted idea, that the German labor is not only as effective as the American, but that the cost does not exceed one-half. The German takes his work very seriously, is industrious, tends strictly to business, and follows instructions closely. He is not ambitious, rarely changes his line of work, and as a rule has but little idea of bettering his condition. I have often heard the statement made that the lower wages paid the German workman are compensated for by the lower cost of living. This is certainly a mistake. The cost of living is higher with them, but the standard of living is very much cheaper and lower. Rents average lower, but only because of inferior accommodations. Everything that goes onto the table, so far as I have been able to ascertain, costs more, with the single exception of beer. Heating would be more expensive, except that he does not require the same amount. The only advantage is in clothes. Woolens, linens and silks are lower priced, but cotton goods are higher, and the quality inferior.

"We have been obliged to furnish managers of the various departments from the home factory, and these men find that it costs them fully 15 per cent. more for living, if the same as at home. The reason that German labor does not average in effectiveness with that of America, is for the want of labor saving machinery, and tools, and efficient management.

"The industrial situation in Germany has been improving rapidly of late years, and is destined to make great strides in the future. While the average manufacture today is done by primitive methods, and a large waste of labor, a constantly increasing number of manufacturers are installing their plants with the very best and most modern machinery, and this policy is uniformly successful. The government has a penchant for regulating everything in sight, and many of their manufacturing restrictions are such as to interfere seriously with the operation of machinery, and seem absurd to a manufacturer accustomed to the freedom of this country. Where these requirements restrict the output as they do in many cases, the labor is cheapened in a proportionate amount.

"Taxes are very high. On manufacturing in Berlin, they amount in the aggregate to 13 per cent. of the profits, and the individual owners must also pay on their income derived from the business. The workman must give three years to military service, pay a municipal tax, an income tax, a church tax, a sidewalk tax, a military tax, a mutual benefit tax, and if he occupies more than two rooms, must pay a room tax in addition to property tax paid by the owner. The mutual benefit tax is collected equally from the employer and employee, and is based on the weekly pay roll. This account must be kept in form for frequent inspections by government officials, and stamps of proper denomination are affixed opposite each payment and cancelled. From this source is provided a fund from which to pay an old age pension, and to care for workmen that may be ill, or meet with accidents, and does answer a useful purpose in many ways.

"It is questionable, however, if the advantages are not offset by the spirit of dependence which the system engenders, and the average workman will accept the slightest pretext that will enable him to draw from this fund, and to leave his work.

"In the army, the discipline is very severe, and it is claimed that a great benefit results in after life. While a strict obedience of orders will increase the average efficiency in all lines of work, and is necessary in military life, it is questionable if the extreme point is not reached in Germany where it tends to destroy a man's initiative, and makes him so dependent upon others as to disqualify him from properly meeting the changing conditions of every day life, so necessary to his future success.

"Germany has about half the population of the United States, and the buying power of the people can not exceed one-half per capita, so that it is fair to assume that America affords four times as large a market for manufactured products, so that the relatively large export business of Germany has been developed through her necessity, and that she must pay in some way for her shortage in food products.

"Industrials and merchandising generally

are on a cheap plan, in order to meet the low purchasing power of the people, and this results in her exports being of an inferior and cheap class, and the trade of all countries is educated to the idea that they cannot pay for her product the same as that from some of the other countries.

"In our own experience, we find it difficult to sell our German product outside of Germany, all other countries demanding the American make, although the goods are identical in every respect. Fears are expressed that Germany is destined to become a formidable competitor of this country in a manufacturing way. This can only come about through improvement in labor-saving methods (not through trade schools as some of my friends seem to think) but the result of such change must be to increase wages, and the purchasing power of her own people, and in this way she will be kept busy for many years to come in providing for her own necessities.

"Considering the most desirable country in which to live, in a comparative way, I find that there are practically no Americans in Germany (aside from students) that are not kept there by some unusual and abnormal conditions, and all figure on returning to their own country as soon as conditions will permit. On the other hand, a German of moderate circumstances, having lived in America for a few years, rarely returns to Germany to make his home.

"For opportunity and advancement, there is no country like our own, but the advantages are not all with us, and America can learn many useful lessons from all of the continental countries.

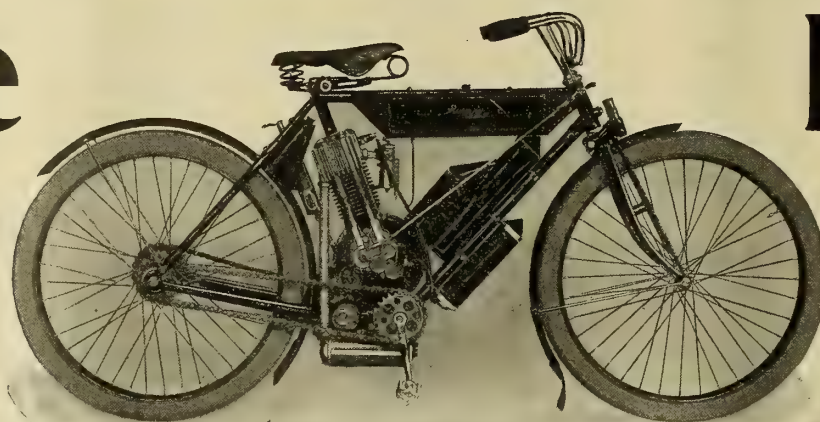
"The American abroad makes a poor impression. He 'goes for a change' and then finds fault with everything that is different from what he is accustomed to, but after all our country is very crude and behind in many ways, and there is still much to learn from the older countries."

Premier Finally Pays Dividends.

Among the first of annual fiscal reports which begin to be published at about this time of year by the various British cycle manufacturers is that of the big Premier Cycle Co., Ltd. It discloses that the net profits for 1907 are sufficiently large to make up payments passed on the 7½ per cent. preferred shares for two years and eleven months, while the holders of the ordinary or common stock this year receive a dividend of 5 per cent., the first in several years. On a total capitalization of £175,000 the net profits for the year were £34,111, or between 19 and 20 per cent. Compared with 1905, when the total net profits amounted to only £995, and no dividend was declared, or with the five years prior, when the average net profit each year was under £2,000, the showing is a remarkable one as indicating a return to healthy business. In addition to the increased profits, many thousands have been added to the tangible net assets,

The

R=S



The motorcycle that has builded and is building its reputation on the performance of private owners who pay full price for it, which price assures to all purchasers machines of the same quality and calibre. That is the only true test of a motorcycle's worth. Performance by "selected experts" using "selected" machines serves merely to confuse and mislead.

READING STANDARD COMPANY, Reading, Pa.

AJAX ROADSTER

AJAX THORN PROOF

AJAX SPECIAL

and



the AJAX TOUGH TREAD a tire so good that no one ever sold or rode a better.

The address of the Ajax-Grieb Rubber Co. is 57th St. and Broadway, New York City. The factories are at Trenton, N. J. Send your name on your business stationery for a copy of the new booklet about Ajax bicycle tires.

THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

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General Agents: The American News Co., New York City, and its branches.

Change of advertisements is not guaranteed unless copy therefor is in hand on MONDAY preceding the date of publication.

Members of the trade are invited and are at all times welcome to make our office their headquarters while in New York; our facilities and information will be at their command.

To Facilitate Matters Our Patrons Should Address us at P. O. Box 649.

NEW YORK, SEPTEMBER 14, 1907.

"Enclosed please find money order for \$1 for renewal of my subscription to the Bicycling World. My F. A. M. number is 892. I don't know just when my time expires, so am sending the money now. Don't want to miss a copy. It's the 'best ever.'"

—A. R. Leonhardt, Lowell, Mass.

Sundries That Should be Stocked.

It is not short of remarkable how few are the cycle stores in which such small things as wrenches, files, and screwdrivers may be purchased. While the call for them may be limited and intermittent, the capital represented is so insignificant that it would seem that no dealer should be too poor to carry such articles in stock at all times. For usually when a cyclist or a motorcyclist needs a wrench, a file, or a screwdriver, he needs it badly, and generally while touring or on a Sunday when hardware stores are closed.

In the comparatively few retail cycle establishments in which wrenches are to be had, it is a sad commentary that most of them are of the cheap and nasty sort; and if there is an abomination it is a wrench of that kind. The increasing use of motor-

cycles is carrying with it an increased demand for such small sundries as those enumerated, and dealers should awaken to the fact.

For a Road Racing Carnival.

Although the postponement caused by rain prevented the manufacturers themselves from witnessing the events, the success of the Industrial Handicap and the Young America race, which were run at Atlantic City, under the patronage of the Cycle Manufacturers Association and the Cycle Parts and Accessories Association, was so emphatic that it is earnestly to be hoped that at their next meetings they will take steps that will assure the repetition of the races next year and in the years to follow. They should be made annual fixtures. This country never has had a truly national road race and there is every reason why the Industrial Handicap can be and should be made to fill that niche.

As for the Young America, all who witnessed it will agree that it was one of the most picturesque and refreshing, and in every way delightful, events ever run. Contests between big fields of youngsters always are of unusual interest. They interest and enthuse not merely the boys themselves, but their fathers, mothers, sisters, brothers, cousins and aunts. They are preceded and followed by more talk than any other form of contest and it would be well for the cycling interests generally if the Young America was repeated in every city or town which can muster two score of ambitious boy cyclists.

With an Industrial Handicap, a Young America race and a team race between clubs, the next midsummer meeting of the C. M. A. and the C. P. A. A. can have a truly national road racing carnival as one of its chief features and the benefits that flow therefrom are so great and far-reaching that the manufacturers can well afford to lend themselves to the cause. Early action, however, is both necessary and desirable. The success of the two races at Atlantic City, which were promoted in about 60 days, shows what can be done if six or eight months' advance work is given to the cause.

The inter-club team race is a feature that should be added. It will stimulate club organization, club life, club rivalry and club loyalty and there is no form of road racing that is so very stirring. A "Manufacturer's Silver Cup" would be a fitting trophy but if it be lacking, the Bicycling World will

undertake to see that one will be provided, likewise the medals for the victorious team. But before anything whatever can be done the two trade associations must signify whether or not they will again lend their patronage to the Industrial and the Young America.

Advice for the Dealer.

It is because it is recognized that the average bicycle dealer has more or less of a problem to make his business prosperous and successful that so many minds are at work developing plans and methods that will help him, so that despite a certain oracular and patronizing manner of expression in which such ideas are sometimes unfortunately couched, he may to advantage give thought to the principles and suggestions on business management and selling methods that are offered for his contemplation and consideration in connection with his own enterprise.

Such a large part of what is intended for advice to the dealer is a mere urging to activity as to appear like worthless platitudes on the gospel of work and energy. Yet even in this there is a basic truth that cannot too often be reiterated and made plain. One of the most successful business men in the country, with no particular personal abilities or good fortune, dates a remarkable record of performance and prosperity from the day when he adopted the motto, "If you can't be busy, look busy." At first blush this seems like the shallowest sort of time-serving policy for adoption by underlings to make a good impression under the eye of the "boss." But it has a deeper significance and philosophy when given practical application. The very effort to look busy opens up vistas of things that should be done and could be done that would otherwise be passed by blindly, thus giving a mental alertness that makes business success.

Persistence and sticking qualities have been characteristic of the bicycle dealers, often in the face of heavy odds. If with the qualities there can be effected a combination of enthusiastic campaigning endeavor instead of dull waiting for conditions to improve, the results in business will beat the expectations of the most sanguine. Any hints or suggestions that the dealer can get for the direction of his energies to give them the greatest effect in creating business, merit a reception unprejudiced by the fact that they bear the form of advice.

SCIENCE OF GETTING CUSTOMERS

Suggesteions of an Expert on Ways to
Create Interest—Value of Advertising
and of Personal Letters.

"A window given up solely to bicycles and sundries, if artistically designed, will surely bring a run and stir up interest in these goods," says a hardware man. "A bicycle window display of wheels and that after people see the display they sundries can be made so alluring will either drop in to learn more about your bicycles and accessories, or comment about it to their friends and neighbors.

"But don't depend upon your bicycle showwindow alone to sell the wheels. When you have interested the prospective bicycle buyer, either by a window display or otherwise, that is only the first step. Then is the time for you to make the wheel so desirable to him that you turn his interest into a direct and immediate resolve to buy. Dwell on its riding features, its perfect response to the lightest touch of the rider. Tell about the guarantee on the tires, as well as the reliability of their respective makers. Mention the crank hangers, and how they are made exceptionally strong, the flush head fittings, the seamless steel tubing with pressed steel connections, and finally the enamel finish of the wheels, first baked and then varnished to withstand long wear.

"Finally, of you want your full share of the bicycle and sundries business in your town, don't wait for bicycle customers to drift into your store, but go after this business by judicious advertising, by personal letters, and by distribution of bicycle folders and literature that will attract them to your store, and by laying special emphasis on the fact that you are fully equipped to take care of their bicycle and sundries wants.

"A whole chapter can be written about tires alone, if they are good, reliable ones, and the possible buyer can be so educated as to what constitutes a good tire and a poor one, as to bring him or her straight to you for the particular kind you recommend. If you think this is an old subject, just try to find a good bicycle ad. and see if you do not think some old subjects are old enough to be new, and to require more attention.

"In presenting your line of bicycles to your customers, strive to gain the confidence of the prospective buyer, and use every effort to create the idea that you are going to treat the customer in all fairness and meet every reasonable test that might be expected of a bicycle. In a bicycle competition sale, I would guard against giving any impression of venting spite on a competitor, but would not hesitate to show up the good points of my wheel, and as strongly and forcibly as possible. I would

urge a most careful examination of my wheel as compared with others, and endeavor to drive home the fact that the merits of my bicycle are just suited to the particular requirements of the prospective customer.

"A discreet salesman can tell an intelligent customer a good many things about other bicycles without saying them point blank, and the truth is pretty sure to have more weight when absorbed than when just listened to. In a competition sale I would avoid direct argument with the customer, and avoid mentioning the name of any other bicycles or competitors. I would talk my own wheel, keeping in mind of course, the other fellow and the strong and weak points of his bicycle, and in that way make my own points stronger.

"If you know the points your competitor makes on his bicycle, dwell on these points and show the competitive points on your wheel to be more desirable. Study your bicycle and be able to make strong defense of a weak point as against a strong point in your competitor's mount. Your bicycle may possible not embrace all the desirable points, therefore, you should be able to advance a strong argument on your good points, which will more than offset some desirable features which your competitor's wheel may possess. I would, above all, avoid getting so deep into theory, cause and effect, so that my customer could not follow me.

"I would dwell on the fact that my bicycle is of a superior make and that the factory stands behind me in every guarantee. That I have been selling my wheels for years, that all my bicycles are giving perfect satisfaction, and that I am always glad to correct any error and make good every guarantee. In my talk I would carry the idea that the customer wants to buy my bicycle, and that my explanation and assurance are being woven in as a part of the selling contract.

"The dealer in a bicycle competition sale must be enthusiastic, not in the emotional sense only, but he must know and feel he has a meritorious wheel and be eager for others to appreciate its excellence. The dealer should be full of enthusiasm of bicycle conviction. He should also be aggressive, looking upon competition and obstacles merely as opportunities given him to show the stuff he is made of. In other words, he must be awake and thoroughly alive. In this day and twentieth century age the dealer must know his business if he would succeed in the sale of any profitable specialty line. Maybe the first sales will be a little slow in coming, but they will come just the same, and there is no other line in which a dealer can invest money where it will bring a better profit or more satisfaction than in a line of good, easy-running bicycles."

"Motorcycles and How to Manage Them."
Price, 50 cents. The Bicycling World Co.,
154 Nassau Street, New York City.

COMING EVENTS

September 14, Richmond, Ind.—Richmond Bicycle Dealers Association's third annual 15-mile handicap road race; open.

September 14-15, Chicago, Ill.—Chicago Motorcycle Club's second annual 350-mile endurance run and hill climb.

September 15, Brooklyn, N. Y.—New York and Brooklyn Motorcycle Club's 200-miles economy test to Bridgehampton and return; open.

September 15, Valley Stream, N. Y.—West Harlem Wheelmen's 2-mile National Cycling Association's road championship.

September 19, Wilkes-Barre, Pa.—Wilkes-Barre Motorcycle Club's open race meet at Driving Park track.

September 21-22, Brooklyn, N. Y.—Century Road Club of America's double Century.

September 27, New York, N. Y.—Morris Park Motordrome; five miles motorcycle race.

September 29, Valley Stream, N. Y.—Century Road Club Association's 100-mile road record run; open.

September 29, Milwaukee, Wis.—Milwaukee Cycle Racing Club's postponed 12-mile handicap road race; open.

October 13, Philadelphia, Pa.—Associated Cycling Club's 30-mile handicap road race; open.

October 13, St. Louis, Mo.—St. Louis Cycling Club's 15-miles Bellefontaine Handicap; open.

November 11-16, Boston, Mass.—6-days professional bicycle race.

Who's the Owner of This Bicycle?

It is not often that any one loses a bicycle and long remains unaware of the fact. Charles A. Van Doren, the Atlantic City dealer, is in possession of evidence that there is at least one man of the sort in existence. It is a bicycle that was shipped to him for use of some one who attended the mid-summer meeting of the C. M. A. and C. P. A. A. last month. It has no nameplate and as the tag bears no name or address, Van Doren has no means of knowing to whom it belongs, but as it is not his property, it is in the nature of an elephant on his hands. He will be considerably relieved if the owner will identify and remove the machine.

Where Slow Leaks May be Found.

Although all leaks in tires or valves are supposed to disclose themselves when the tires are submerged in water, there is one form of slow leak that will fail to do so. It is the one caused by slight looseness of the check nut on the valve. Unless the latter be pressed sideways under water not a "bubble" will develop. No form of leak is more vexatious to locate.

DOUBLE HONORS FOR HASTINGS

New Yorker Obtains Certificate, also Medal for Appearance in English Motorcycle Trials—Wells also a Leader.

A first class certificate and the gold medal for the best appearance during the contest constituted Theodore K. Hastings's portion in the recent 1,000 miles trial conducted by the Auto Cycle Club of Great Britain, the official results of which have just been made public.

Hastings concluded the long trials with a perfect score, and considerable interest attaches to the awards as this was the first

chine, and though he now lives in England, is an American, being one of the former cracks of the old Kings County Wheelmen of Brooklyn, N. Y.

The Hastings trophy, a gold medal presented by Mr. Hastings for the private owner making the best showing, was awarded to F. C. Mustard, Triumph. Of the 36 starters, five of whom entered tri-cars, all but fifteen completed the contest.

Hastings did better than his homefolk anticipated, while the performance of the New Yorker and his American machine aroused much interest in England. Hastings experienced practically no trouble with the exception of a broken exhaust valve and inlet valve cotter, which were easily replaced. He was also stalled on the stiff

KELLOGG A VICTOR AT TORONTO

Leaves Competitors Far Behind in Motorcycle Event—Young, Star Canadian, Captures Four Races.

Stanley T. Kellogg, of Bridgeport, Conn., riding a 3 horsepower Indian, literally ran away from his field in the 5-mile motorcycle handicap at Toronto, Canada, on Dominion Day, 7th inst. Kellogg won luffing up in the fast time of 7.01½. Incidentally, this was the first time an American motorcyclist had competed in an event on the other side of the border.

The Dominion Day meet is an annual in-



HASTINGS SIGNS THE CHECKING SHEET

HASTINGS IN WALES—FIND HASTINGS

time an American on an American machine had competed in a foreign motorcycle contest.

The trials lasted six days, and varying conditions of roads were selected with a view to demonstrating the reliability of the motorcycle as an all-around touring vehicle. Unfavorable weather at the start was responsible for many points lost, although tire troubles were an important factor in reducing some scores. The longest day's run was 193¼ miles and the shortest amounted to 142 miles.

The awards were supposed to be based on reliability, brakes, convenience, accessibility, hill climbing capabilities and condition of machine during and after the trials, points being allotted for each feature, but nothing is said of them in the final accounting and official report.

W. H. Wells (Vindee) and J. H. Slaughter, E. S. Myers, J. Marshall and F. C. Mustard on Triumphs, and R. Moore (Phelon-Moore), won the gold medals, and ten riders received first class certificates, including Hastings, 4 horsepower Indian, and J. D. Hamilton and S. W. Carty, on N. S. U.'s. Wells, although he rode an English ma-

Birdlip hill on Saturday, the final day, but got going again. That he and his machine should earn the award for appearance is not wholly a surprise, as he always serves as a good example in personal dress and in up-keep of his mount. After the trials, Hastings remained in England to indulge in a pleasure tour.

Route of Endurance Run Lengthened.

The distance of the Chicago Motorcycle Club's second annual endurance contest, which begins to-day, will be greater than was originally outlined. A. J. McCollum, Charles Van Sickle and I. F. Alofsin, who last week went over the course from Chicago to Kokomo, Ind., and return, found that it measured 414 miles, 214 miles of which will be covered to-day, and 200 tomorrow, Kokomo being the night control. The route includes some superb going, likewise some that is vile, also several hills which it is declared "put the the Jacob's Ladder of the big eastern endurance run to shame, but the advantage of the inclines on the western course is in the fact that in a majority of cases the hard gravel road offers fine traction for the wheels."

stitution when the provincial bicycle championships are decided, that part of the program, being under the management of the Canadian Wheelmen's Association. This year automobile races and a motorcycle event were added as features, and 10,000 people agreed that the motorcycle race was the most exciting event of the day.

Only about half the 25 entrants showed up for the start and a twin Minerva, a special 3½ horsepower machines, and Kellogg's 3 horsepower Indian were placed on scratch, with several 3½ horsepower Browns on the half mile, and a Rex and Holley on the three-quarters. Kellogg cut a swath from the start and at three miles had overhauled and passed all the contestants except the special, which was trailing in the dust; it retired with a puncture. The American lapped the field and at the finish was a mile and a quarter—it was a half-mile track—ahead of A. McLean, Brown, H. Greenwood on another Brown, was third. Kellogg also rode a mile exhibition in 1:20.

H. L. Young, of the Royal Canadian Bicycle Club, was the brightest star of the meet, winning the half, one and five mile championships, W. Anderson getting the

title in the quarter mile. Young's whirlwind riding was unexpected, as Anderson was looked to cop all the plums. In the two mile handicap Young was given 75 yards handicap over Anderson, and beat him to the tape by one inch, although some of the judges picked a dead heat. The summaries:

One mile novice—Won by J. McMillan, Q. C. B. C.; second, W. Rogers, Toronto; third, E. Colwell, Toronto. Time, 2:50½.

Quarter mile championship—Won by W. Anderson, R. C. B. C.; second, W. Andrews, Toronto; third, W. J. Armstrong, Iroquois. Time, 0:33½.

Half mile championship—Won by E. T. Young, R. C. B. C.; second, W. Anderson, R. C. B. C.; third, J. H. McDonald, Iroquois. Time, 1:07¾.

One mile, 2:45 class—Won by G. McMillan, Q. C. B. C.; second, W. Tyner, Diamond A. C.; third, J. J. Golden, Toronto. Time, 2:36½.

One mile championship—Won by H. T. Young, R. C. B. C.; second, W. Andrews, R. C. B. C.; third, Fred McCarthy, Stratford B. C. Time, 2:30.

Two mile handicap—Won by H. T. Young (75); second, W. Anderson (scratch); third, W. Andrews (50). Time, 4:36½.

Five mile championship—Won by H. T. Young, R. C. B. C.; second, W. Anderson, R. C. B. C.; third, D. Young, Q. C. B. C. Time, 13:13.

Five mile motorcycle handicap—Won by Stanley T. Kellogg, Bridgeport, Conn., 3 horsepower Indian; second, A. McLean, Toronto, 3½ horsepower Brown; third, H. Greenwood, Toronto, 3½ horsepower Brown. Time, 7:01½.

One mile motorcycle exhibition—By Stanley T. Kellogg, Bridgeport, Conn., 3 horsepower Indian. Time, 1:20.

Ten Thousand Saw the Race.

Edgar R. Boehm, Harry E. Boehm and Howard L. Cole, as the Lafayette Wheelmen's team, won the unlimited pursuit race which was easily the most exciting event of the municipal games held in Patterson Park, Baltimore, Thursday, 12th inst. A crowd, numbering 10,000 people saw the race. The Curbstone Wheelmen's trio, Nicholas G. Grimmel, Arthur S. Waugh and Edward Fetter, were overhauled early, but the Crescent team—Shanklin, Towson and Welsh, put up a good fight, and it was not until 4¼ miles had been covered that the Lafayettes closed the gap. Time, 12:00½. R. L. Shanklin won the two mile handicap from scratch, with Grimmel, 25 seconds, second. Harry Boehm, another scratch marker, finished third. Time, 6:15.

Plans Filed for Six-Day Track.

Plans have been filed with the Bureau of Buildings, New York City, for the ten lap bicycle track upon which the six day bicycle race will be held during December. The cost of the track will be \$4,000.

BICYCLE THIEF GIVES GOOD ADVICE

Man Who Stole Over a Hundred Tells How to Prevent Thefts—His Account of His Exploits.

For the benefit of owners who worry lest they may lose their bicycles, Charles E. Wright, a professional bicycle thief, who stole over 100 bicycles in San Jose, Cal., gives this advice: "Simply lock your machine when you leave it on the sidewalk. No would-be thief is going to take the chance of being seen breaking a chain when there are always plenty of unlocked wheels to be found."

Wright, who is a mild-mannered, blue-eyed, soft-voiced young fellow, and whose speech reveals nothing of the slangy vernacular of the professional thief, prides himself upon having exercised chivalry and consideration for the fair sex in not having stolen one bicycle from a girl, maid or matron. So tender was his feeling toward the women that he just wouldn't take a ladies bicycle, but nothing restrained him in taking the mounts of men riders, until his arrest by the San Jose police. That is why Wright says he wishes he were to be tried by a jury of women, as he is certain that his courteous consideration for their property rights and the sentiment that it implied would make a strong appeal to their mercy.

In some respects Wright's case is a peculiar psychological study, as his habits quite belie his thievish inclinations except as they parallel the old joke of the embezzling Sunday school superintendents. He has never known the taste of liquor or tobacco, and has never spent a cent of the money he received for the stolen machines on dissipations or carousals. When arrested nearly \$1,000, the proceeds of stolen bicycles, was found in a silk money belt on his person—and not a dollar of it from a lady's bicycle!

"I was born on a Wyoming cattle ranch," said Wright, in giving the story of his development into a professional bicycle thief, "and from the time I was able to sit on a saddle until I was 18 years old I had never seen a bicycle, except one of those 'critters' with a big wheel in front and little wheel behind. I did not leave the range during these years and I was certainly happy when I was a cow-puncher. But I wanted to see the world, and I arrived at Portland, Ore., about 8 years ago, where I learned to be an expert engraver. Two years since I began to yearn for life in the open again, and I came to California, but I soon tired of fruit and hop picking, the only employment I could obtain, and last April I found myself broke in San Jose.

"I wanted to go to the Nevada gold fields, but I knew no one who would advance my fare, and, as I was revolving the situation in my mind, the thought came to

me that it would be easy to steal one the hundreds of wheels that I was passing in my walk. The temptation no sooner came to me than I selected a new wheel from a rack in front of the Jose Theatre and leisurely mounting it rode to San Francisco. I sold the bicycle for \$20, and proceeded to Reno with the proceeds, but luck seemed against me and back I came to the country where it seemed so easy to steal bicycles. I now began to make a business of disposing of wheels that I took from careless owners. I would take none but new bicycles, and would never ride away with a woman's wheel. In time I became so expert a rider that I have never met any one who could distance me on an ordinary county road."

Peculiar Cause of an Explosion.

Peculiar explosions sometimes take place in very unexpected ways. A motorcyclist who in order to make a repair on his machine, took off the tank, and as it was practically full of gasoline, he did not wish to draw it off, and accordingly placed the tank in a small trunk in which he kept tools and repair parts. The following night he went to the trunk with a lighted candle in his hand, and upon opening the lid there was an explosion and a fire that more than surprised him. It was caused by the gasoline vapor leaking through the small vent hole in the filler cup and mixing with the air in inflammable proportions.

Celluloid for Handle Bars.

Celluloid handle bars, or rather, handle bars covered with celluloid, represent one of the most recent refinements of some foreign bicycles. It is claimed for them that the grip that they afford is pleasant to the hands in either hot or cold weather. Unlike steel they do not feel cold when the thermometer is down, and in the warm season the sweat of the hands does not affect them. Neither is there any danger of their rusting, and they may be supplied in a variety of color combinations.

Fitting a Nut in an Emergency.

In an emergency, a nut which though having the proper thread is too large to fit a particular part, frequently may be made to serve by giving it a smart blow with a stone or a hammer. The blow will serve to throw the nut "out of round" and in this oval shape, part of the threads at least usually will hold in place until a nut of the proper size may be obtained, although an eye should be risked on it occasionally to see that it has not become loose.

Glass Powder for Needle Valves.

A needle valve which is pitted or ridged may be reduced to an even surface by grinding with glass powder. Afterward, however, it is quite important that the seat and duct below it be thoroughly cleaned as otherwise the behavior of the motor may be such as not to cause the carburettor to be suspected as being the seat of the trouble.

KRAMER SHOWS GOOD HEAD WORK

He Defeats Clarke in 5-Mile Match at Salt Lake—Hardy Downing First in 3-Mile Lap Handicap.

Salt Lake City, September 7.—National Champion Frank L. Kramer again demonstrated to 5,000 people last night that it requires a good head as well as a pair of good legs to make a bicycle champion. He defeated A. J. Clarke, the Australian "Rocket," in a five mile match in one of the prettiest sprints ever seen on the saucer track. Kramer finished a half wheel length to the good. The last quarter was ridden in 23 $\frac{3}{4}$ seconds and the last eighth in 11 seconds. The time for the eighth if kept up for the mile would be 1:28 for the distance.

Things have been developing in the last week or so. Kramer and Clarke, who have teamed all season, split and as there was some difference as to which was the faster man, the management gave them a chance to fight it out in a five mile match. Clarke had the chance to make a name for himself.

The big crowd was very nervous when the time for the race came around and the riders were not as cool and collected as they should have been. Kramer was pale and showed his nervousness by tugging at his racing suit. Clarke appeared unconcerned, but lost his head in the race. There was a big squabble before the start as John Chapman wanted the pacemakers to remain on the track until the last lap, obviously to give Clarke an advantage. Kramer kicked and claimed that the pace should drop two laps from the finish. Referee Berry sided with Kramer and told the pacemakers to sit up two laps from home, but it seems that they were afraid Chapman would not give them their meal tickets, so when the manager commanded them to stay on the track, they did not dare disobey the orders of the Most High-handed Ruler Chapman. As it was it turned out all right for Kramer, much to Chapman's chagrin.

Kramer clearly out-generated Clarke in the fight for position. When the gun was fired for the start both trainers held their men, and Kramer and Clarke did not budge. Then Chapman came up and held both, but the start was so slow that Clarke fell. On the third start the men were pushed to the ten yard mark and let go. Neither would take a chance at jockeying so Clarke tacked on the pacemaker and started the race. Kramer got behind Clarke and kept in that position until two laps from home. Clarke did not expect the jump, and in his position behind the pacemaker he could not come out until the champion had passed clear. The Australian then tried to go by on the outside, but Kramer fought him off every inch of the way and won on the tape by a half length.

Iver Lawson started twenty yards back of scratch in the three mile lap handicap, which was won by Hardy Downing, with Lawson guarding him the last two laps and finishing second. Samuelson scored his first win in an open race this season in the quarter mile invitation. Lawson, Kramer and Clarke were out of the race.

Frank W. Eifler finished first in the two-mile amateur handicap, from 165 yards. Mayer was second and Crebs third. DeMara won the half mile open from Diefenbacher. The summaries:

Half mile open, amateur; Qualifants: Taylor, Mayer, Giles, De Mara, Diefenbacher, Eifler, Wright, McCormack and Broadbeck. Final heat won by De Mara; second, Diefenbacher; third, Broadbeck; fourth, Mayer. Time, 1:03 $\frac{3}{4}$.

Quarter mile invitation, professional—Qualifants: Hollister, Samuelson, Downing, Pye, Wilcox, Hopper, Munroe. Final heat won by Samuelson; second, Hopper; third, Downing; fourth, Munroe. Time, 0:29 $\frac{3}{4}$.

Two mile handicap, amateur—Won by Eifler (165); second, Mayer (85); third, Crebs (125); fourth, Morgan (120); fifth, Duester (135). Time, 3:54 $\frac{1}{4}$.

Three mile lap handicap, professional—Won by Hardy Downing (scratch); second, Iver Lawson (less 25 yards); third, Urban MacDonald (125); fourth, W. E. Samuelson (80). Time 6:07 $\frac{1}{4}$. Laps, Mitten 8, Williams 5, Munroe 3, Hollister 3, Pye 1, Hopper 2.

Five mile match between F. L. Kramer and A. J. Clarke—Won by Kramer. Time; 11:19; last eighth, 0:11.

Gloversville Sees Good Racing.

Two exciting motorcycle races formed the feature of the closing day of the Fulton County annual fair at Gloversville, N. Y., last Saturday, 7th inst. Although the motorcycle races came last on the card and it was growing dark before they finished, all the people remained and stood up in the grandstand while they were being run, so intense was the interest, and which was a compliment paid in no other events.

The ten mile open, which had ten starters, was the most exciting, and J. R. Vosburgh, riding a 2 $\frac{1}{4}$ horsepower R-S, won first place in the fast time of 15:15. J. Shear, Gloversville, on an Indian, was second, and J. W. Sisson, also of Gloversville and on the same make machine, was third. F. Smith and R. Simmons, both of Johnstown, and on R-S's, were, respectively, fourth and fifth.

The same number of starters breasted the tape in the five mile open, but after the first lap it developed into a duel between Vosburgh and Sisson out in front with the bunch scrambling for third position about an eighth of a mile in the dust. Sisson set the pace until the fourth lap, when Vosburgh challenged. From then until the finish it was nip and tuck between the leaders until the tape, which Sisson reached a couple of lengths ahead. Shear was third, Smith fourth and Simmons fifth. Time, 7:56.

END OF THE SEASON AT SALT LAKE

Wonderful Development of Clarke, the Australian—What the Riders Earned—The Season a Success.

Last week practically closed the season at Salt Lake City, for although one or two meets may be held before the rainy season sets in, most of the prominent riders are departing. McFarland has gone to San Jose for a short visit to the homefolk before leaving for Australia. Pye and Clarke are going home, the latter taking his American wife with him, while it is rumored rather strongly that Clarke will come back next season and take an American wife also.

McFarland has done with Lawson and has taken little Clarke under his wing. That the move will be profitable to both there is no doubt. Clarke has developed wonderfully since he came to America little more than a year ago, and if anybody can get anything out of a man it is McFarland. Lawson never would have made the money he has had it not been for McFarland's ever watchful eye. Lawson's indiscretions this year have caused him to lose a lot of money and will very likely soon result in his name being numbered among the also rans.

Clarke, on the other hand, is as fast as Kramer, Lawson, Major Taylor, or any of the champions ever were, and it all has been brought out of him since he came to America. All Clarke lacks to become a champion is headwork, and he will not be long acquiring that under McFarland's tutelage. The departure of Pye, Clarke and McFarland for Australia will eliminate two mighty good prospective teams for the forthcoming six day race. Walthour and Gus Lawson have shaken the dust of Zion from their "kickers" and will shortly leave for Dresden, Germany, where the former will fill the contract he was released from last spring. Lawson will pace him. Before leaving Walthour disposed of his two fast motors to T. M. Samuelson for \$500. Urban MacDonald has gone to Goldfield, Nev., where he will look for loose nuggets.

While the official figures of the Salt Palace saucer for the season are not yet obtainable for the reason that the track has not actually closed, the season has been the best the course has known. The largest amount of money, by nearly double, was paid to the riders this season.

The professional riders have been given \$8,559.50 this season, not figuring the big bonus money paid Lawson, McFarland, Kramer and Walthour, which alone amounts to considerable more than \$5,000. The amateurs received in prizes \$2,152.50, making in all a total of \$15,712. Some of the riders have saved their money and will not have to work this winter, but others are looking for meal tickets or tickets home.

The individual winnings of the riders at the Salt Palace track are:

Professional—Frank L. Kramer, \$1,456; A. J. Clarke, \$967; Iver Lawson, \$825; Hardy Downing, \$711; Gus Lawson, \$567; W. E. Samuelson, \$434; R. J. Walthour, \$492; N. C. Hopper, \$404; C. L. Hollister, \$336; Fred West, \$331; E. A. Pye, \$292; Oliver Dorlon, \$248; Saxon Williams, \$227.50; Ben Munroe, \$212; Worthington Longfellow Mitten, \$187; Urban MacDonald, \$174; Jack Burris, \$86; T. M. Samuelson, \$500.

Amateur—Walter De Mara, \$354; Albert Crebs, 190; Rodney Diefenbacher, \$188; Fred Schnell, \$180; Parley Giles, \$180; Ed. Mayer, \$177; Phil Wright, \$149; Hal McCormack, \$130; E. J. Hollister, \$106; Gus-

RACE TRACK AS FACTORY ADJUNCT

**How Emblem Employees Top Off Work
with Play and the Good Results
That Have Followed.**

Original in many ways the Emblem Mfg. Co. has struck still another vein in the line of co-operative effort that should prove of sterling worth. On the plot immediately adjoining the factory they have built the cycle track shown in the accompanying illustration, and on which every Saturday afternoon three races for Emblem employees are held; occasionally, ambitious outsiders are permitted to "butt in."

heads when it was erected but Manager Schack's faith was strong and he has made a big success of it.

Walsh Cuts Classic Road Record.

One of the favorite pastimes of English amateurs who aspire to long distance road riding is breaking the Lands End to John O'Groat's record, which in America would be akin to a ride from New York to San Francisco, except that the distance between the two extremities of the British Kingdom is only a third that across the American continent, measuring less than 1,000 miles.

The Lands End-John O'Groats record was broken early this year by Tom Peck, who covered the distance in 3 days 12



THE EMBLEM CYCLE TRACK AT ANGOLA, N. Y.

tave Duester, \$85; Tommy Morgan, \$84; A. Broadbeck, \$73.50; C. Morris, \$70; E. Taylor, \$44; Frank Eifler, \$47; M. Murphy, \$44; Henry La Belle, \$35; G. Hampshire, \$11; Frank De Frank, \$5.

For a Road Rules Conference.

State Engineer Skene of Albany finds that by the recently passed amendment to the good roads act in New York State he is charged with the duty of formulating a set of rules of the road. To this end he is shortly to call a convention of bicyclists, automobilists and horsemen to talk over the situation and decide what rules are needed. The meeting will be in the nature of a hearing and each class of traffic will thus be given opportunity to present its particular point of view as to the most needed regulations, and those which will be the most satisfactory all around. The provision in the amendment which gives the state engineer the authority to devise and enforce such rules states that "the state engineer is hereby further empowered to make such rules as may from time to time be necessary for the protection of any such highway or section thereof." Fines up to \$100 are provided for violation of rules.

The result well may be imagined. A deal of new spirit has been injected into the workmen and as the races are free to the public considerable cycling enthusiasm of the townspeople has been aroused. In fact, the Emblem people say that since the track was completed early in July they have sold more bicycles in Angola than had been sold for three years previously, the attendance having increased with each succeeding meet. As the factory employees boast also of a baseball team named the Emblems, and as the match games are played on the same grounds each Saturday after the cycle races, the spectators certainly cannot complain of lack of entertainment or excitement. Up to August 31, the Emblem nine had won nine of twelve games.

As is fairly well known, the Emblem factory was not only built largely by the employees themselves, but is conducted on a co-operative or profit sharing basis. The cycle track is but another link in the chain that serves to make the men content with their lot and to hold employer and employee more firmly together. The factory, by the way, has the distinction of being the only one built in this country since the craze spent itself. Those in the trade shook their

hours 53 minutes. Now William Welsh, a hardy Midland rider, 31 years old, has reduced the time to 3 days 8 hours 4 minutes. Further than that, Welsh continued and broke G. A. Olley's 1,000 miles road record, reducing the previous best time to 4 days 7 hours 40 minutes 38 seconds.

Welsh started from Lands End at 6 o'clock Tuesday morning, August 27th, and in the first 12 hours had covered 171 miles. On Wednesday the roads were not very good and Welsh fell somewhat behind his schedule, but still was ahead of the record, having covered 349 miles in less than 28 hours.

He had his first sleep at Moffat, 306 miles, Wednesday morning. Another short nap Thursday morning and Welsh made good speed and arrived at Kessock Ferry, 784 miles, early Thursday morning. From there on he rode ahead of his schedule and finished 4 hours 49 minutes ahead of the old record.

Emboldened by his success, Welsh took a long rest and then set out to break Olley's 1,000 mile record. He succeeded in cutting 1 hour 23 minutes from the previous mark. Welsh is a slender man, weighing only 132 pounds.

LEON GEORGET LED ALL THE WAY

Captures the Famous 24-Hour Bol d'Or Race in Paris—Better Some World's Human Paced Records.

Leon Georget, the younger of the French brothers who were a picturesque feature of the 1906 six day race in Madison Square Garden, won the famous 24 hours Bol d'Or, at the Buffalo Velodrome, Paris, on August 24 and 25. In that time Georget covered 904 kilometres 420 metres, equivalent to about 562 miles. He bettered the world's human paced records from 4 to 10 hours, but his final score was 20 kilometres worse than the late Rene Pottier's record.

"Les coureurs au depart!" said the announcer on Saturday night, the 24th, at a few minutes before six, and exactly on the stroke of the hour Gaston Rivierre, who won the race in 1896, pulled the trigger for the start. Paced by tandems the riders got away in the following order: Leon Georget, Trousselier, Privat, Vanhouwaert, Ringeval, Lequatre, Fabert, Chauvet, Poiry and Lafourcade.

Georget got to the front at the start and by constant plugging led the field at the end of the first hour with 46 kil. 200. Trousselier was second with 45 kil., Ringeval was third and Lequatre next. The others were strung out behind. Georget further increased his lead in the next hour, having an advantage of 3 kil. 130 over Trousselier at the end of the second hour. In the third hour what was not generally known, but which became apparent as the time lengthened, was that Trousselier had overtrained. He fell steadily behind, conceding second place to Lequatre. Privat and Ringeval also passed. Georget's score at 3 hours was 135 kil. 750.

There was a further change in the fourth hour, Vanhouwaert passing Privat and Trousselier. Georget had covered 179 kil. 230, within the record. Privat passed Lequatre in the fifth hour, thus placing him second, while Trousselier moved up to fourth position. Georget was still in the lead with 222 kil. 220, also a world's record. When the bell announced the finish of the sixth hour Georget had covered 263 kil. 320, Private was still second, but Trousselier had regained third place after much hard plugging.

Georget's score at the end of the next hour was 304 kilometres 820 and a change had taken place, Vanhouwaert passing Trousselier once more. The last named could not stand the strain in the next few hours and he had fallen back to ninth place at 12 hours, the turning point of the race. Georget led with 457 kil. 520, Privat was second, Vanhouwaert third, Ringeval fourth, Faber fifth, and Lafourcade sixth. From then until the finish there was not much change in the positions, Georget ultimately winning with 904 kil. 420. The final posi-

tion and scores follow: 1, Leon Georget, 904 kil. 420; 2, Ringeval, 833 kil. 100; 3, Lafourcade, 807 kil. 900; Vanhouwaert, 788 kil. 600; 5, Faber, 786 kil. 700; 6, Privat, 730 kil. 100; 7, Poiry, 657 kil. 100.

It is interesting to know the amount of food that was consumed in Georget's camp during the race. Of course he did not eat it all, as the trainers and pacers got their share. Here are the items: 100 peaches, 72 cutlets, 120 eggs, 12 four-pound loaves of bread, 7 chickens, 35 pounds of raisins, 25 pounds sugar, 60 tablets chocolate, 70 pints milk, 50 pints beef extract, 40 pints tea, 25 pints chocolate, and 60 bottles mineral water.

The Bol d'Or is one of the most famous of French long distance races, being to



NEW YORK BRANCH: 214-216 WEST 47TH ST.

France what the annual six day race is to America. The event was inaugurated in 1894, when Constance Huret won, this famous old crack winning the following year. Riviere won in 1896 and Stein in 1897, while Huret came back to life the next year and captured the gold bowl and the gold coin with which it was filled. The race was won by "Jenny" Walters in 1899, when he made his memorable ride of 1,000 kilometres in less than 24 hours, which record stood until a few years ago; it still is a Bol d'Or record. Cordang finished in front the next year. There was no race in 1901 and in the following year the regulations were changed, pacing only being allowed for the first two and last two hours. Huret won his fourth contest with Petit-Breton second. In 1903 single pacing was introduced, Leon Georget winning. The following year Breton beat Georget, and human tandem pacing was introduced in 1905, when Arthur Vanderstyft secured the prize. Last year the late Rene Pottier won.

"Motorcycles and How to Manage Them." Price, 50 cents. The Bicycling World Co., 254 Nassau Street, New York City.

EMILE GEORGET SMASHES RECORD

Hangs up New World's Figures in Defeating His Brother Leon—Doings of American Riders Abroad.

Although his brother Leon had the week previous won a brilliant victory in the Bol d'Or, Emile Georget, the elder of this interesting pair, succeeded in taking the measure of his brother in a 100 kilometres tandem paced race at the Buffalo Velodrome, Paris, on Sunday, 1st inst. It was a match between the Georgets and ePtit Breton. The latter was not in good condition and was lapped repeatedly by the other pair. After 50 kilometres had been covered Emile Georget increased his pace to such advantage that he broke all the world's records from 60 kilometres to the finish. The new times are 60 kil., 1:14:51; 70, 1:27:50; 80, 1:41:03; 90, 1:54:23; 100, 2:07:23½. In two hours the distance covered was 94 kil. 690, which also is a world's record.

"Disappointed with his want of success, Halligan, Holigan or Halgin—for he enjoys the sight of his name in all these and other spellings—quits Paris on Saturday for home—i. e., New York," says the Scottish Cyclist. "Halligan had a fairish reputation for speed in his circle in the Empire City, and with considerable trouble in the spring of the year he gathered together a little money, threw up his post as man-of-all-work in a New York hotel, to seek his fortune on the Paris race path. He has, however, had little success in Paris, and returns home a disappointed man."

Menus Bedell won the Golden Wheel paced race, one hour, at Spandau, Berlin, on September 1st. Bruni was second, Huber third, Gombault fourth and Dussot fifth. In the hour Bedell covered 84 kil. 750.

Jean Gougoltz, the most popular French rider that ever came to America to compete in the annual six day race, has given up racing and will embark in business. "Goo-Goo" was married to Mlle. Marcelle Holzem last month. The hero of many victories on the track was plainly frustrated, particularly so when Coquelle, Durand and other prominent sporting celebrities began to give him advice. Simar, the well known pace follower, was best man.

"Woody" Hedspeth is going great guns on the other side. The negro met Garin in a motor paced match at Brussels on the 26th ult., and won easily in two heats. He would have won the first but his motor failed when he was leading. Hedspeth is a versatile "coon" and can turn his legs to pace following or sprinting with equal facility. At Blankenbergh, Germany, a few days later he finished first in the Grand Prix sprint race of that city. Legrand was first and Treib third.

Walter Bardgett ran second to Nedela in the international scratch at Cologne on September 1st. "Bridget" writes that

since taking up his abode in Germany he has been having great success, getting a large share of the money in every race in which he starts. Bardgett also says that Nat Butler has decided to permanently retire from the game. He considers motor-paced racing too dangerous for any one who does not have to follow it for a living. Butler may appear in another race this season, but this year will wind up his long and successful career as a racing cyclist.

No record has had more dents put in it this season than the 10 kilometre paced. On July 4, Meredith, of England, covered the distance in 8:26½, which reduced the previous time, and three days later Darragon cut 25 seconds from it. A week later Verbist cut 11 seconds from it, and on the following Sunday Darragon lowered it 10 seconds. The record is now 7:23½, Vanderstuyft having set this mark at Leipsic last month.

A Double Century by Moonlight.

The Century Road Club of America's annual combined moonlight and double century run will take place on Saturday and Sunday, 21st and 22d insts., starting at 7 p. m., on the first named day. The moonlight century will start from Bedford Rest, Brooklyn, the route taking the riders through Richmond Hill, Freeport, Amityville, Bay Shore and back to Amityville, where a moonlight lunch will be served. The course will then be retraced, the finish being set for 6:15 a. m. Sunday. After breakfast the last half of the double will begin, the riders going over much the same course as on the first century. Those who complete either the single or double, or both, will qualify for souvenir medals in each class or both, as the case may be, one entrance fee covering both runs. Fred E. Mommer, secretary, 54 East 91st street, New York City, is receiving entries.

Two Firsts for "Chic" Thomas.

"Chic" Thomas made a double killing at Baltimore on Monday, 9th inst., taking home two firsts with his Indian. Eight riders started in the two mile Maryland championship, which was the feature of the Knights of Columbus games at Electric Park. The track had been harrowed for horse racing and rain had softened it to such a degree that motorcycle racing was dangerous. Thomas, however, assumed the lead at the start and was never headed, winning in 3:29½. William Rassmussen and Harry F. Fisher, both on Indians were, respectively second and third. Thomas started from scratch in the 3 miles handicap and soon had the field well in hand. Rassmussen, from 25 yards, followed Thomas in, and Webber, 50 yards, was third. The time was not announced.

Johnstown, Pa., to Have Races.

A series of bicycle and motorcycle events are scheduled to occur September 17-20 in Johnstown, Pa. C. A. Pierce, the leading dealer in the place, is their sponsor.

MADE VICTORY EASY FOR WEINTZ

Peculiar Action of Officials at the Postponed 25-Mile Cycle Path Race—Protests Made and Ignored.

Louis J. Weintz, who lives in Brooklyn, and who claims he represents the New York Athletic Club, although the Mercury Foot organization is a stout supporter of the Amateur Athletic Union, and Weintz is an "outlaw" rider, was awarded first place in a 25-mile handicap race held on the Coney Island cycle path, Brooklyn, last Saturday, 7th inst. John A. Stofko was given second prize, although many near the tape thought the finish was a dead heat.

The race had been postponed from Labor Day and was started two hours late, the starters being few and tardy in putting in appearance, but Vic Lind, one of the "nobles" of the "amateurs," found himself again and of course Ernie Grupe lined up and also ran. As all of the scratch men save the official favorites, Weintz and Wilcox, failed to turn up, the officials performed an astounding act. They moved the two men to the next nearest mark, three minutes, which was equivalent to cutting three minutes off the handicaps of all the other riders. It made a gift of the race to Weintz.

This extraordinary proceeding resulted in all kinds of protests by the other outraged riders and several filed formal protests which, however, were utterly disregarded by the officials in charge. Weintz won and they were content. The timers apparently caught only Weintz's time, 1:05:34½, and not every one is sure that it is correct.

This is the way the finishers were placed: L. J. Weintz (3 minutes), John Stofko (4), Carl Ericson (4), A. R. Wilcox (3), Jere Steinert (4), P. Hensch (7½), J. Orlando (7½), Harold Missimer (6), W. Ware (8), J. Crazy (6), V. Lind (8), A. Manzanillo (7½), J. Esposito (7), P. Demano (7½), J. Eubank (3), C. Saenter (7½), M. Barnett (10), F. Mehrmann (7½), J. Bennito (5), C. Ressonica (9½), T. Murphy (8), J. Niemi (3), E. G. Grupe (7), C. Lehti (7), W. Russell (10), A. Kelin (10), G. Clerici (7), A. Peantillo (3), W. Napier (8), M. Draper (8), A. Jacobs (5).

Provo Cyclists Negotiate for Privileges.

As many of the streets are "unfit for publication," the cyclists of Provo, Utah, are considerably aroused over the proposal to rescind the sidewalk privileges they so long have enjoyed. Accordingly they are seeking to have sidewalk riding legitimized by act of the city council. In other words, the riders decline to give up the sidewalks, but offer to abide by the following restrictions: First, that each bicycle rider be taxed one dollar yearly. Second, that the licensed riders be duly registered. Third, that each bicycle owner be placed

under a \$200 bond, as a surety for any damage to property or person that he may inflict. Fourth, that all bicycles shall be equipped with lamps and bells. Fifth, that no bicycle rider shall remain mounted when passing pedestrians on the sidewalk. Sixth that a speed limit shall be respected, which shall not exceed eight miles an hour. The city council has taken the matter under advisement.

Stroud Planning 30-Mile Road Race.

W. Richard Stroud, of Philadelphia, or more familiarly, "Dick"—is a bundle of nervous energy. He cannot keep still a week. The indefatigable Philadelphia cyclist is now fathering a scheme to promote a 30 mile handicap road race to be run under the auspices of the associated cycling clubs of Philadelphia—the Stroud, Stevens and North Penn Wheelmen, the H. B. Y. Cyclers and the Northeast Wheelmen's Association. As all the organizations except the last named have replied favorably the race will be held, six pairs of tires already have been donated and the promoters hope to secure two bicycles. The race will be held on October 13th, but the course has not been selected.

Motorcycle Event at Morris Park.

For the first time, an event for motorcycles will be included in the program of the big Morris Park motordrome, New York, on September 27th. It will be a five mile scratch race for private owners using single cylinder machines not exceeding 30½ cubic inches. On that occasion a "referee of motorcycling" will be instituted for the first time at the suggestion of F. A. M. officials.

140 "Deaths" in One Road Race.

What probably is a record in the line of "mortality" occurring in a road race, recently occurred in the 100 miles event promoted in Australia by the Victorian Cycle Traders Association. Of 156 starters, only 16 finished. Heavy rain, deep mud and a strong head wind was responsible for the remarkable number of "deaths."

New Motorcycle Club at Aurora.

A motorcycle club has been organized in Aurora, Ill., with these officers: President, Verne Hedlin; vice-president, Harry Terry; secretary, Frank Sylvester; treasurer, John Baltzor. The club starts with a membership of 25.

F. V. Littlefield having resigned the office, Alfred G. Hanke, of New York, has been elected treasurer of the F. N. Motor Club of America. The organization has also removed its headquarters to 2234 Broadway.

The Muskegon (Mich.) Motorcycle Club has elected these officers for the ensuing year: Dr. C. J. Dove, president; J. Spencer Locke, secretary; Paul Stamsen, treasurer; Ray Meeker, captain.

OFFICIAL RULES OF THE ROAD

Points in New York City Ordinance Unfamiliar to Many Cyclists—Some Privileges as Well as Restrictions.

Surprisingly few people are familiar with rules of the road as established by the ordinances of the City of New York, or other cities for that matter, and it is even more surprising that there is so little knowledge of them existing among cyclists. The rules include a number which apply especially to bicycles, while there are many others that apply in some degree, inasmuch as in the definition of terms included in this chapter of the ordinances bicycles are classed as vehicles.

In the general rules for vehicles those which relate to turning corners, passing other vehicles, and rates of speed apply to bicycles. Rules specially framed for the cyclist forbid coasting, trick riding and carrying children under five years old. They permit the leading of bicycles on the sidewalk in single file, and riding on sidewalks in suburban sections where the roadway is not reasonably rideable for such vehicles. The article providing penalties for violation of the ordinance limits the fine to \$10, after conviction before a magistrate, and it is under this article that, as was recently discovered, automobilists were freed from the roundabout judicial process and the heavy fines to which they had been subjected under the state law. Following is the full text of the ordinance, which is Chapter XII in the Code:

Article 1—Method of Driving Vehicles.

Sec. 435. Vehicles Keeping to the Right—Vehicles shall keep to the right, and as near the right hand curb as possible.

Sec. 436. Vehicles Meeting—Vehicles meeting shall pass each other to the right.

Sec. 437. Vehicles Overtaking Others—Vehicles overtaking others shall, in passing, keep to the left.

Sec. 438. Turning and Starting—The driver or person having charge of any vehicle, before turning the corner of any street, or turning out or starting from or stopping at the curb line of any street, shall first see that there is sufficient space free from other vehicles, so that such turn, stop or start may be safely made, and shall then give a plainly visible or audible signal.

Sec. 439. Turning to the Right Into Another Street—A vehicle turning to the right into another street shall turn the corner as near the curb as practicable.

Sec. 440. Turning to the Left Into Another Street—A vehicle turning to the left into another street shall pass to the right of and beyond the center of the street intersection before turning.

Sec. 441.—Crossing Streets—A vehicle crossing from one side of the street to the other shall do so by turning to the left so

as to head in the same direction as the traffic on that side of the street.

Sec. 442. Stopping at Curb—No vehicle shall stop with its left side to the curb.

Sec. 443. Driving, Backing, etc., on Sidewalks—It shall not be lawful for any public cartman, or for any person driving or having charge of any public cart, wagon or other vehicle, to drive or back any such public cart or any other cart, wagon or other vehicle, onto the sidewalk of any of the streets of said City, except as hereinafter provided, or to stop any such cart, or any other vehicle, or any of the crosswalks or intersection of streets, or to place any such carts or other vehicles crosswise of any streets of said City, except to load thereon or unload therefrom; but in no case shall it be lawful for any person to permit such cart or other vehicle to remain so crosswise of any streets for a longer period than may be actually necessary for such purpose; but it shall be lawful for the owner or occupant of any store, warehouse or building in any streets or avenue in which the rails of any railroad company are laid so close to the curbstones as to prevent the owners or occupants from keeping such cart or other vehicle in the carriageway in front of his place of business without interference with the passing cars of any such railroad company to occupy with such cart or other vehicle during business hours so much of the sidewalk as may be necessary for such cart or other vehicle provided that sufficient space be retained for the passage of pedestrians between the cart or other vehicle so permitted to occupy such portion of the sidewalk and the stoop or front of every such store, warehouse or other building. In no case shall it be lawful to place any such carts, wagons or other vehicles crosswise of the carriageway on Broadway or Fifth avenue, south of Fifty-ninth street, or on Park Row, nor shall any cart, wagon or other vehicle be permitted to remain in front of any premises on said Broadway or Fifth avenue, south of Fifty-ninth street, or on Park Row, unless placed in close proximity to the curb, with the side of such cart, wagon or other vehicle parallel therewith.

Sec. 444. In no case shall a vehicle remain backed up to the curb excepting when actually loading or unloading.

Sec. 445. Stopping Close to Curb Line—Unless in an emergency or to allow another vehicle (as provided in sections 449, 450 and 451) or pedestrian to cross its path, no vehicle shall stop in any public street or highway of this City, except close to the curb line.

Sec. 446. Obstructing Crossings—No vehicle shall stop, for the purpose of taking or setting down a passenger or loading or unloading freight, or for any other purpose except in case of accident or other emergency, or when directed to stop by the Police, in such a way as to obstruct any street or crossing.

Sec. 447. Stopping near corners—No ve-

hicle shall stop or stand within the intersection of any street, nor within 10 feet of a street corner.

Sec. 448. Surface Cars Taking On or Discharging Passengers—Surface cars shall stop on the far side of the street, at the crosswalk, to discharge or take on passengers.

Sec. 448A. Right of Way—On all public streets and highways of the City, all vehicles going in a northerly or southerly direction shall have the right of way over any vehicle going in an easterly or westerly direction.

Sec. 449. Right of Way of Certain Vehicles—The officers and men of the Fire Department and Fire Patrol, with their fire apparatus of all kinds, when going to, or on duty at, or returning from a fire, and all ambulances, and the officers and men and vehicles of the Police Department, and all physicians who have a Police permit (as hereinafter provided) shall have the right of way in any street and through any procession, except over vehicles carrying the United States mail. The Police Department is hereby empowered to issue, upon application therefor, permit for such right of way to any duly registered physician, which permit shall not be transferable.

Sec. 450. Right of Way of Cars—Subject to the preceding section of this article, surface cars running on tracks laid in streets especially for their use shall have the right of way along such tracks, between cross streets, over all vehicles moving in the same direction at a less rate of speed than 10 miles an hour; and the driver of any vehicle proceeding upon the track in front of a surface car shall turn out as soon as possible upon signal by the motorman or driver of the car.

Sec. 451. Signal in Slowing Up or Stopping—In slowing up or stopping, a signal shall always be given to those behind by raising the whip or hand vertically.

Sec. 452. Signal for Automobile—Every person driving an automobile or motor vehicle shall, at the request or signal by putting up the hand, from a person driving or riding a restive horse or horses, or driving domestic animals, cause the automobile to immediately stop, and to remain stationary as long as may be necessary to allow said horses or domestic animals to pass.

Sec. 453. Slowly Moving Vehicles—Vehicles moving slowly shall keep as close as possible to the curb line on the right, so as to allow faster moving vehicles free passage on the left.

Article 2—Speed.

Sec. 454. Speed of Vehicles—The following rates of speed through the streets of the City shall not be exceeded, that is:

Eight miles an hour by bicycles, tricycles, velocipedes and motor vehicles, however propelled, or by passenger and other vehicles drawn by horses or other animal, except that in portions of the City not built up, where the buildings are at least 100 feet apart, a speed of 15 miles an hour may be maintained.

Sec. 455. Exceptions—Nothing in this article shall apply to the apparatus and wagons of street railroad and vehicles carrying the United States mail.

Sec. 456. Excessive Speed Prohibited—No person riding, driving or in charge of any vehicle on any street, avenue, pathway, or driveway in the City shall drive the same at a speed greater than reasonable and proper, having regard to the traffic and use of the highways, so as to endanger the life or limb of any person.

Sec. 457. Speed in Crossing Streets and Turning—No vehicle shall cross any street or avenue running north and south, or make any turn at a speed rate exceeding one-half its legal speed limit.

Article 3—Lights.

Sec. 458. Each and every vehicle using the public streets or highways of this City, except vehicles of licensed truckmen, shall show, between one hour after sunset and one hour before sunrise, a light or lights, so placed as to be seen from the front and each side; if dash lantern is carried, it shall be placed on the left-hand side; such light or lights to be of sufficient illuminating power to be visible at a distance of 200 feet; said light or lights shall show white in front, but may be colored on the sides, excepting licensed truckmen. Every automobile shall exhibit during the same period two lamps showing white lights visible at a distance of 300 feet, in the direction toward which the automobile is proceeding, and shall also exhibit a red light, visible in the reverse direction. The lamps shall be so placed as to be free from obstruction to light from other parts of said automobile. In the Borough of the Bronx, excepting south of Tremont avenue and One Hundred and Seventy-seventh street, east of Jerome avenue and west of the Bronx river, and in the Boroughs of Richmond and Queens, and in the Twenty-sixth, Thirtieth, Thirty-first and Thirty-second Wards of the Borough of Brooklyn, every car or other vehicle between said hours, while moving on, along or standing upon the portion of streets in said boroughs or parts of boroughs, shall also carry a light or lights of such illuminating power as to be plainly visible 200 feet, both ahead and behind said car or vehicle.

Sec. 459. Exceptions—But this section shall not apply to any equestrian, or to any animal led or driven, not attached to any vehicle nor to the rider of a bicycle, tricycle or similar vehicle, whose light has become extinguished, and who is necessarily absent from his home, when a clearly audible signal is given as often as 30 feet are passed over.

Article 4—Improper Use of Streets.

Sec. 460. Coasting Forbidden to Bicyclists—No bicycle shall be allowed to proceed in any street of the City by inertia or momentum, with the feet of the rider removed from the pedals.

Sec. 461. Trick Riding Forbidden—No rider of a bicycle shall remove both hands

from the handlebars, or practice any trick or fancy riding in any street.

Sec. 462. Carrying Children on Bicycles—No bicyclist in the City of New York shall carry upon his bicycle any child under the age of five years.

Sec. 463. Ages of Drivers—Drivers or persons in charge of vehicles other than licensed vehicles shall not be less than sixteen years of age, unless provided with a permit from the Police Department.

Sec. 464. Riding on Back of Vehicles—No person shall ride upon the back of any vehicle without the consent of the driver, and when so riding no part of the person's body must protrude beyond the limits of the vehicle.

Sec. 465. "Cruising" by Hacks, etc., Forbidden—No public or private hack, while awaiting employment by passengers, shall stand in or upon any public street or place other than at or upon public hackstands, respectively, designated by the Board of Aldermen; nor shall any hackman seek employment by repeatedly and persistently driving his hack to and fro in a short space before, or by otherwise interfering with proper and orderly access to, or egress from, any theatre, hall, hotel, public resort railway or ferry station * * * provided that after passing such public place he shall not turn and re-pass until he shall have gone a distance of two blocks beyond such place.

Article 5—Use of Sidewalks.

Sec. 466. Driving on Sidewalks—Except as provided in this article no horse or vehicle shall be driven, backed, led or allowed to stand on any sidewalk which has been curbed, except that wares or merchandise in process of loading and unloading, shipment, or being received from shipment, may be transferred from trucks or other vehicles over the sidewalk by the use of skids, or by backing up trucks on the sidewalks in so doing providing a passageway to be kept open within the stoop lines of buildings for the free passage of pedestrians.

Sec. 467. Leading Bicycles—Riders of bicycles, when dismounted, may lead their bicycles along the sidewalk in single file, and bicycles may be allowed to stand on the sidewalk, provided they are with the stoop line and cause no obstruction.

Sec. 468. Riding on Sidewalks—Bicycles may be ridden on the sidewalks of any street in the suburbs of the City, the roadway of which is not reasonably rideable for such vehicles.

Sec. 469. Driving Across Sidewalks—Nothing contained in this article shall prevent the riding or driving of horses or vehicles from private property directly across the sidewalks of any street to the roadway, or from the roadway back to such private property.

Article 6—General Rule Covering the Use of Streets.

Sec. 470. Reasonable Care to be Used—Nothing contained herein or omitted herefrom shall be construed or held to relieve any person using, or traveling, or being up-

on any street, for any purpose whatever, from exercising all reasonable care to avoid or prevent injury through collision with all other persons and vehicles.

Sec. 471. Traffic Not to be Obstructed—No vehicle shall be allowed to remain upon or be driven through any street of the City of New York so as wilfully to blockade or obstruct the traffic of that street.

No vehicle shall be so overloaded that the horse or horses are unable to draw it.

Article 7—Powers of Police Department.

Sec. 472. Police Department to Regulate Traffic—The Police Department shall have all powers and duties in relation to the management of vehicular traffic.

Sec. 473. The Police Department to See That Ordinances Are Posted—The Police Department shall see that these ordinances are posted in all public stables, and at the hack, cab and truck stands, and shall keep copies of them at all of its stations and issue them on application.

Article 8—Definition.

Sec. 474. Definition of Terms Used Herein—The following terms, whenever used herein, except as otherwise specifically indicated, shall be defined to have and shall be held to include each of the meanings herein below respectively set forth; and any such term used in the singular number shall be held to include the plural:

Street—Every avenue, boulevard, highway, roadway, cartway, lane, alley, strip, path, square and place used by or laid out for the use of vehicles.

Roadway—That portion of any street which is included within the curb or curb lines thereof and is designed for the use of vehicles.

Curb—The lateral boundaries of that portion of a street designed for the use of vehicles, whether marked by curbstones or not so marked.

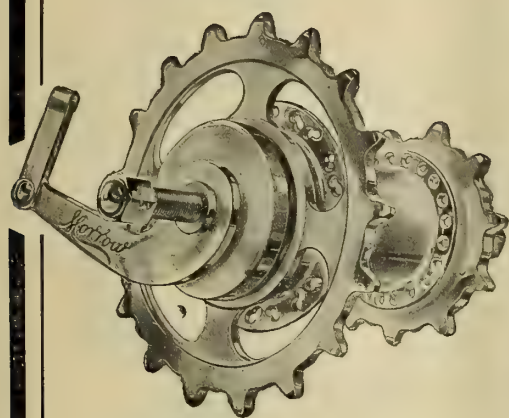
Vehicle—Every wagon, carriage, omnibus, sleigh, pushcart, bicycle, tricycle, and other conveyance (except baby carriages), in whatever manner or by whatever force or power the same may be driven, ridden or propelled, which is or may be used for or adapted to pleasure riding or the transportation of passengers, baggage or merchandise upon the street; and every draught and riding animal, whether driven, ridden or led, excepting that an animal or animals attached to any vehicle shall, with such vehicle, constitute one vehicle.

Article 9—Penalties for Violations.

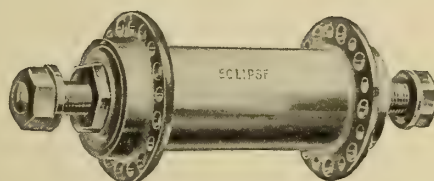
Sec. 475. Penalties for Violations—Any person violating any provision or regulation hereof shall be deemed guilty of a misdemeanor, and upon conviction thereof by any Magistrate, either upon confession of the party or by competent testimony, may be fined for such offense any sum not less than \$1 and not exceeding \$10, and in default of payment of such fine may be committed to prison by such Magistrate until the same be paid; but such imprisonment shall not exceed ten days.

Morrow Quality and Morrow Facilities

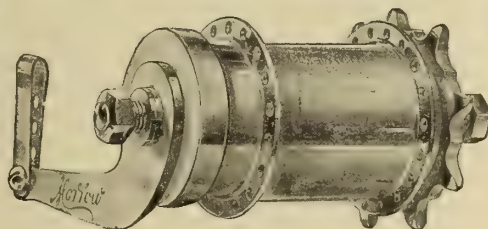
are at your disposal for your next season's requirements of **Front and Rear Hubs.**



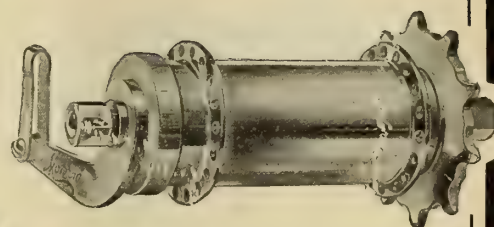
For Chain-Drive Motorcycles



Front Hubs to Match



For Bicycles



For Belt-Drive Motorcycles

Of course

it is needless to say that on bicycles and motorcycles the **Morrow Coaster Brake** will be as it has always been, first among the best.

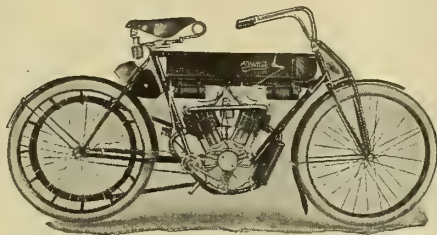
Eclipse Machine Company, ELMIRA
N. Y.

It Isn't LUCK

that the One

Curtiss Motorcycle

entered in the Endurance Run won the **Diamond Medal, highest award** for multicylinder motorcycles, maintaining the best average for reliability, hill-climbing and economy against a field of six other American and six foreign machines.



It Isn't LUCK that the **Curtiss** in the 30½ cubic inch class in the speed trials, with heavier riders, won **FIRST** and **SECOND**, beating its nearest competitors with equal cylinder capacity by seconds, and making a **WORLD'S RECORD** by a mile in 56½.

It Isn't LUCK that in the 61 cubic inch class the **Curtiss Double Cylinder** won easily.

While the same applies to the hill-climbing and track events where Curtiss machines fully demonstrated their superiority.

Write for our Booklet
"Achievements"

G. H. Curtiss Mfg. Co.
HAMMONDSPORT, N. Y.

St. George Wheelmen Waking Up.

Nearly a hundred members of the St. George Wheelmen of America attended the tenth annual convention of that body in Philadelphia, which closed September 3, after a three days' meeting. They were from various parts of the country and held their sessions at 1431 Brown street, the headquarters of the Philadelphia division. While the members devoted their attention to contests other than those wherein the bicycle figures, there was a general feeling that cycling is to attain a greater importance than it ever possessed before. Officers were elected as follows: President, Joseph Scott, New York City; vice-president, William Trafford, Philadelphia; treasurer, H. W. Robison, New York City; secretary, Harry Page, Philadelphia; sergeant-at-arms, George Green, Newark, N. J.

Miss Due Swims the Narrows.

A. E. Due, a former captain of the C. R. C. A., is a long distance swimmer as well as a cyclist, and in his second swim across the Narrows, from Bay Ridge to Staten Island, accomplished on Sunday morning, Sept. 8, he was accompanied by his daughter, Ethel. Miss Due is only 15 years old, and she succeeded in her venture without any subsequent bad result. The start was made at 8:30 a. m. from near Fort Hamilton avenue, friends in boats accompanying the swimmers. A swift incoming tide racing through the middle channel carried the pair quite a distance out of their course, but they reached the shore at Rosebank, Staten Island, at 10 o'clock, their escort being augmented by boats which put out from the island shore to meet and lead them in.

Winnipeg Pestered by Bicycle Thefts.

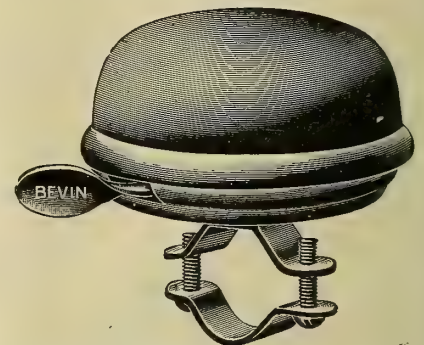
Thefts of bicycles have been so frequent in Winnipeg, Manitoba, that on September 3d a deputation consisting of J. A. Birthe, B. W. Johnston, W. T. Clark, and J. J. Dutton, waited on the board of control to ask that the city do something to protect cycle owners. They bore the petition of about a thousand persons. Mr. Birthe asked that the former tag system be reinstated in Winnipeg and that a special detective be employed to watch out for bicycle thieves. The matter was referred to the license department.

Lakerim A. C. Plans for a Racing Team.

Although not much has been heard of it in cycling affairs up to now the Lakerim Athletic Club of New York City is beginning to display an interest in the game that promises to develop amazingly before next season. The club is interested in athletics generally, but the two or three bicycle riding members of the club have worked up such enthusiasm among the members that the organization is making plans to put a crack racing team in the field. It will begin operations when the home trainer season opens.

SUNDRIES That Sell Wherever Bicycles are Sold

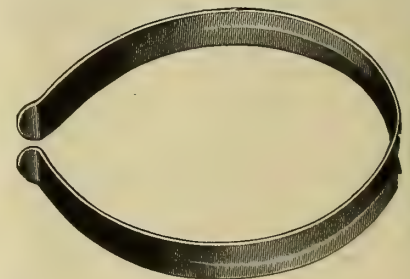
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POTTSTOWN, PENNA.

Handicap Precipitates Unusual Situation.

George R. Broadbent, of Melbourne, who for more than a decade served as handicapper for the League of Victorian Wheelmen, has resigned that office because of a most unusual situation. The organization demanded of him his reasons for placing a certain rider on a certain mark and when, after he maintained practically that it was none of the league's business, the organization renewed its demand for the information, Broadbent resigned. He held that a handicapper should be above question and free from both inside and outside influence, and as the demands showed a lack of confidence in him, he no longer could self-respectingly fill the position. The Australian papers made much of the situation, most of them upholding Broadbent, who is one of the oldest and about the only widely known cyclist in the colony.

Sacramento Club Comes to Life.

The Capital City Wheelmen of Sacramento, Cal., which recently resurrected itself and took possession of new and well appointed club rooms at Fifth and J streets, last week held what was styled a "coming to life" celebration, which was in the nature of a house warming. Songs, music, speeches and good cheer generally marked the occasion, many ladies being present.

One More Club in St. Louis.

St. Louis, Mo., which less than three years ago was one of the "deadest" bicycle towns on the map and possessed no club, now has three cycling organizations. The third one, styled the North Side Cycling Club, was formed last week with these officers: L. Schieler, president; Otto Ney, secretary, and William Bell, captain.

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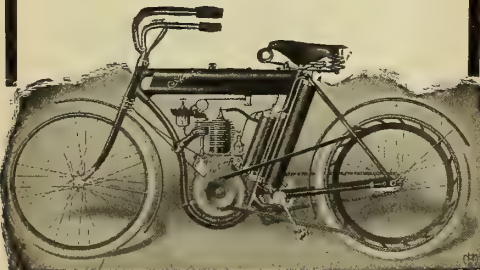
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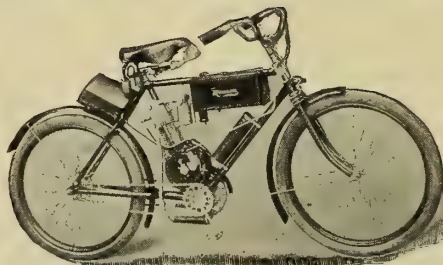
860,234. Coaster Brake. Peter P. O'Horo, Chicago, Ill., assignor to A. J. Musselman, Chicago, Ill. Filed July 9, 1906. Serial No. 325,279.

1. In a coaster brake, the combination with a stationary axle and sprocket, of a wheel hub, rotatably surrounding the axle, an expansible braking sleeve surrounding the axle inside said hub, a wedge for expanding said sleeve, a spool on the axle within said sleeve engaging said wedge and provided with a ratchet on one end, an internally threaded collar surrounding the axle having a ratchet on its face, means for producing a clutch-action between said collar and hub, and a threaded hub on the sprocket working in said collar, for the purpose set forth.

860,251. Motorcycle. William F. Schmoele, Philadelphia, Pa., assignor to Charles Schmoele, Philadelphia, Pa. Filed Sept. 13, 1902. Serial No. 123,278.

A motor column composed of a single ground wheel with speedalter hub, and having differential pulleys and a chain or belt transposable by hand, to gear said hub to an explosion motor, mounted behind the ground wheel; the whole rotatable in two collars, one above and one below the motor, by ordinary bicycle handlebars, these collars forming part of the vehicle, boat or fixed post to which the motor column is temporarily attached, substantially as described.

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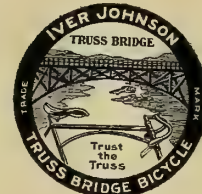
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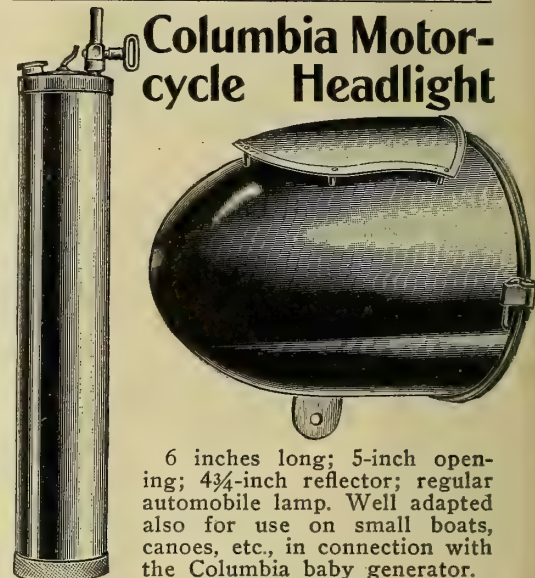
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for motorcycles, are separable for cleaning. Double Insulating mica, Indestructible. Metric No. 48. Half inch No. 32A. Price, \$1.50. Send for complete circulars.

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THE BICYCLING WORLD and MOTORCYCLE REVIEW

FOUNDED 1877

Volume LV.

New York, U. S. A., Saturday, September 21, 1907

No. 26

JOLT FOR THE G & J PATENT

Court Rules Against It in Infringement
Suit and Adds Caustic Criticism—
What G & J Say.

After withstanding the storms of 16 years, in its ripe old age, the original patent on the G & J tire, which expires next year, has received a legal jolt which was wholly unexpected. In a suit brought by the G & J Tire Co. and involving an automobile tire employing the clincher principle, Judge Buffington in the United States Circuit Court for the Western District of Pennsylvania, ruled that there had been no infringement—a decision which seems to upset the patent on all types of clincher tire.

The G & J Tire Co. have filed an appeal and confidently expect that Judge Buffington will be reversed. They are far from ready to admit that the patent has been invalidated.

"To hold that the defendants do not infringe," say the G & J people, "means that neither the owners of the patent nor its licensees since the grant of the patents have ever manufactured the structure called for by the patents, because the clincher tire of the defendant is precisely the same as that which has been continuously manufactured by the G & J Co., and all its licensees."

The first patent under which the suit was brought was granted July 16th, 1891, to Thos. B. Jeffrey, and of course, applied to the G & J bicycle tire, as automobiles were then unknown. The claims alleged to be infringed describe a method of "hooking together tire and rim."

In his decision Judge Buffington said: "The patentee showed a hook pure and simple. His hook was such that the hooked edges of the rim 'may be turned inward or outward.' His are genuine hooks, so shaped that by virtue of the form and uses of their recesses, increase of disruptive force, whether the hook or rim is bent outward or

inward, lessens the possibility of detachment of the interlocked edges. On the other hand, if the edge of respondent's rim is turned outward no pneumatic connection can be made with a sheath, showing that the connections used in the two methods are essentially different. Respondent's device has no hook open toward the axis, nor one in the direction of a tangent to the inflatable core, while air pressure increases the adhesion of its engaging surfaces, yet its method of doing it is not the process of increasing engagement by the catch ends of the patentee's hooks mutually interlocked in holding recesses. In our judgment it would be a miscarriage of the patent system to so construe this Jeffrey patent with its specific form of hook connection as to make it cover respondent's device, which is so different from the hook of the patent that even the complainant who owns that patent uses the same method and not the hooked engagement of the patent. Indeed to so construe it would be to retard, not to stimulate, inventive advance."

Anderson Resigns One Presidency.

Because of the difficulty of doing full justice to both as the directing head of two companies located a thousand miles apart, J. D. Anderson, has resigned the presidency of the G & J Tire Co., Indianapolis, and hereafter will devote himself wholly to the office of president of the Hartford Rubber Works Co., his first love and with which he has been identified for so many years. His home and family were never removed from the Connecticut city. The new president of the G & J establishment is B. C. Dowse, who previously managed the G & J branch in Chicago.

Harley-Davidson Now a Corporation.

The Harley-Davidson Motor Co., Milwaukee, Wis., has been incorporated with \$35,000 capital. The added money will permit of an enlargement of the plant and a more than doubling of the output for 1908. The affairs of the concern will remain in the same hands that have builded it from practically nothing to a live factor in the industry, the officers of the new corporation being Walter Davidson, president, W. S. Harley, vice-president, and Arthur Davidson, secretary and treasurer.

THE STATUS OF POPE AFFAIRS

Agreement Existing Between Creditors and
Receiver—Appraisers Reduce Pope
Valuations.

Since the Chicago meeting of the creditors' committee of the Pope Mfg. Co., and the Pope Motor Car Co., it transpires that the committee and the receiver, A. L. Pope, are working under an agreement which is to the effect that the creditors will take no action until November 1st next, if it then be deemed that any action whatsoever is necessary. The original intention of the committee was to secure the appointment of a co-receiver or co-receivers to operate with Mr. Pope, but when the idea was submitted to him, he succeeded in convincing the committee of the inadvisability of such action. Accordingly, the committee, of which George A. Yule is chairman, agreed that no move of the sort would be made until November 1st, and then only in the event that the committee considers that the receiver has not made satisfactory progress, in which case Mr. Pope will not oppose the appointment of co-receivers.

The appraisers, appointed by the Connecticut court, F. C. Billings and J. R. Hills, have completed the valuation of the Pope property in that State, which, of course, includes the Hartford plant, and have placed its value at \$1,061,576, which is some \$200,000 less than the figure set by the Pope people themselves in their statement, which, incidentally, gives the total assets as \$5,210,000 and the liabilities as \$1,971,755. The appraisers' figures on the Connecticut property are as follows:

Land, \$73,450; buildings, \$500,401; Thompsonville plant, \$15,000; power, electric heat-sonville plant, \$15,000; power, electric, heat-sonville plant, \$298,323; special equipment, \$21,700; office and factory furniture, \$5,000; standard tools, \$15,000; special tools, \$36,350; patterns, \$2,102. Total, \$1,061,576.

PROBLEMS OF THE CARBURETTER

Varied Methods of Dealing with Them—
Reason for the Compensating Device—
How Designs Fall into Groups.

Touching lightly upon the more salient requirements of carburetter construction, it is to be borne in mind that the proportion of fuel vapor and air in the mixture required for complete combustion is a quantity absolutely fixed by the nature of the fuel. In the accepted standard types of carburetter, the vaporization of the fuel and min-

is so small as to reduce this difficulty to a considerable extent.

In a general way a desirable proportion of vapor to air would be as follows:

- | | |
|---|-----|
| 1 For starting the most explosive mixture | 026 |
| 2 For economical consumption | 015 |
| 3 For maximum power and speed | 025 |

"The first of these conditions should obtain with the throttle nearly closed," says an expert, "the second through the middle range, and the third with full open throttle, as represented by Figure 1.

"The usual catalogue phrase, 'Guaranteed to give a uniform mixture at all speeds,' is therefore a doubtful recommendation. A rider of even limited experience knows upon reflection, that his engine starts easier with an over-rich mixture, that his machine runs

nary jet carburetter, without mechanically actuated parts, are few, being limited to the relative size and form of the fuel and air openings.

"The matter is still further complicated by the fact, that the air passage is, theoretically an 'immersed opening,' and the movement of air through it and to the motor, responds instantly to any slight vacuum caused by the piston travel, while the fuel, being in the case of the accepted form of float feed carburetter, below its discharging level, is not discharging until a vacuum of greater degree is produced, and, under very slow motor speeds and with relatively large passages, may simply pulsate in the discharging pipe without any discharge. This condition is graphically shown in Fig 2, A and illustrates the difficulty of starting a motor with the ordinary form of carburetter without flushing, or temporarily restricting the air passage, Fig. 2, B and C show why, under increasing motor speeds and vacuum and with the same apertures, this difficulty disappears."

In other words, where the sizes of the apertures remain unchanged, as the vacuum increases the relative discharge remains the same, but the mutual relation, volume for volume, is altered. Thus at C, Figure 2, the ratio between the area representing the fuel supply and that representing the air supply is seen to be much greater than is the case in A. Yet the amount of lag of the fuel behind the air is the same in any case. On this account the tendency of the simple jet carburetter is to produce a very rich mixture at high speeds. To counteract this tendency the compensating device is introduced.

Because of the requirement for some sort of compensation, carburetter design readily subdivides itself into three grand divisions, in one of which a single jet may be employed, the mixture being diluted after its formation in the rich basic state, in the second of which, several independent carburetters are coupled together, one alone being used at low speeds, and a second or it may be several, as the speed increases, while in the third group, the fuel is permitted to flow directly into the mixing chamber under the influence of some mechanical controlling device actuated by the suction, thus theoretically obviating the lag which is encountered where the jet or spray is employed.

Corson's Opinion of Two-Speed Gears.

E. H. Carson, who, in addition to marketing a number of specialties born of his experience as a motorcycle pioneer, handles the Indian in Boston, was in New York yesterday and, of course, he got around to the two-speed gear, which rapidly is becoming a burning question. His views are best expressed by a remark he let fall:

"If I could get an Indian with a two-speed gear and free engine, I think I'd be the happiest man in the country," he said with enthusiasm. "I don't think I'd exchange it for a \$5,000 automobile."

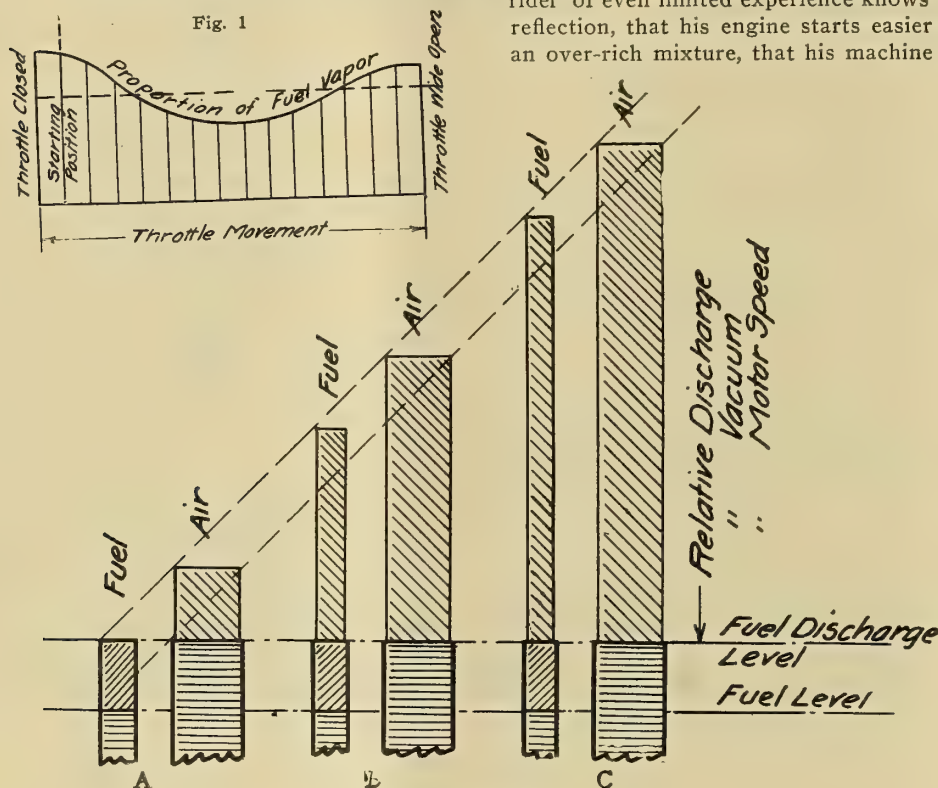


Fig. 2

gling of the vapor with its complement of air, is accomplished by the sole agency of the engine suction, which also draws the completed "gas" into the cylinder where it is to be burned. In accomplishing this several serious obstacles are encountered from the very beginning.

Thus, while one cubic foot of air in 62 degrees, F., weighs a trifle less than .08 pounds, one cubic foot of gasoline, of 72 degrees Baumé, and 62 degrees temperature F., weighs roughly, about 44 pounds. Both air and fuel are stationary when the suction stroke commences, and hence the latter is much slower in responding to the suction than is the air, particularly since it is commonly raised through a very slight distance by the suction before being discharged into the air. More than that, the fuel being heavier, possesses far more momentum, once set in motion, and hence tends to overrun the air at the instant the suction ceases, unless it has been thoroughly vaporized. Fortunately, the proportion of fuel to air

more miles per gallon and his motor keeps cleaner with a rather weak mixture, and that more power is at command with a somewhat richer mixture. So theory and practice are mutually corroborative.

"A perfect carburetter should embody this range and control in its fixed adjustments, without auxiliary devices requiring adjustment by the rider as the motor requirements vary. That such a variation in the proportions of fuel and air under varying motor requirements as is above outlined, is desirable, is further proven in practice by the performance of motors having gasoline or air adjusting devices operative from the operator's seat, independent of the throttle. These devices also show that it is recognized that the carburetter so equipped does not, within itself, embody a proper means of adjustment to the varying motor requirements.

"The demands upon a carburetter cover a wide range; and the means of controlling the proportion of fuel and air in the ordi-

CORRESPONDENCE

Necessity for Change Speed Gear.

Editor of the Bicycling World:

Concerning the two-speed gear for motorcycles, is it not appropos to call attention to what that eminent authority, the author of the book "Motorcycles and How to Manage Them," says on the subject? On page 106 he says:

"A change speed gear is necessary. If the motor bicycle is to become a universally used vehicle, it must be rendered suitable for the young and old, the healthy and the infirm. If a man be physically unfit for pedal cycling, he should find the motor bicycle to be his salvation. A year or so ago such would not have been the case, but the coming of the variably-gearred machine has changed all this. A rider may now start up his engine by hand or by the pedals, he may lazily throw his leg across the saddle, keep one foot on the ground, slightly accelerate his engine, engage the low speed with his right hand, give a push off with his left foot, and sail away, absolutely without physical effort; added to this, he may encounter a flock of sheep in some steep and narrow Devonshire lane, and not be forced to leave the saddle. All he has to do is to free his engine, throttle down, and quietly wait till the flock has gone by, and then restart as easily on the gradient as he did on the level. He may, moreover, crawl through traffic as dense as he can find, without the fear of not being able to travel sufficiently slowly, and without the fatigue of continually dismounting and restarting. A common fallacy is to suppose that variable gears are only necessary for low powered machines. This is a great mistake. In the first place, powerful engines, be they single or twin-cylindere, must be geared fairly high to be efficient. Consequently they will be incapable of traveling very slowly, and will not be very good hill-climbers; in order to correct these faults, a variable gear is required. In cases of this kind the mechanism may be referred to as an emergency gear. It may not be used a great deal; while it is not being used it is not being worn out, but it is always there ready to be put in use when occasion requires. The need for a change-speed gear on low and medium-powered machines is indisputable."

L. A. W. PIONEER No. 330.

How to Determine Braking Force.

Editor of the Bicycling World:

You had an interesting editorial in a recent issue of the Bicycling World and Motorcycle Review, about brakes for motorcycles. Inter alia, you say: "Since the momentum of the machine is proportional to the square of its velocity, it requires four times as much force to stop when running along the level at 20 miles an hour, as it does at ten."

There are many cyclists, and motorcyclists, who have very little idea of the strain they put upon their brakes by applying the brake suddenly while the machine is moving at a pretty good speed. By means of the following formula which I have adapted from Mr. James E. Homan's excellent treatise on motor vehicles, the rider of the foot-driven or motor driven bicycle can readily comprehend the significance of the braking force required to "pull up" his machine at different speeds.

This example refers, say, to a bicycle of $W \text{ } v^2$
the foot-driven type. $E = \frac{\quad}{2 A}$ in which

E represents the work or energy lodged in the moving machine; W represents its weight; v its velocity, expressed in feet per second, and A the acceleration due to gravity, or 32.2 feet per second. One mile is 5,280 feet. One hour is 3,600 seconds, and reducing the expression for feet per second to miles per hour, the formula may be reduced as follows: 1 mile per hour = 5,280

$\frac{\quad}{3,600} = 1.466$ feet per second. So that

$$\frac{W \text{ } v^2}{2 A} = \frac{W \times (1.466)^2}{64.4} = \frac{W \times 2.15}{64.4} =$$

$W \times 0.0334$. Suppose the bicycle and rider weigh 205 pounds; then 205 pounds traveling at, say 8 and 16 miles per hour, by the formula $E = W V^2 \times 0.0334$ in which V represents miles per hour, will be for 8 miles per hour, $205 \times 64 \times 0.0334 = 438$ foot pounds; for 16 miles per hour, $205 \times 256 \times 0.0334 = 1,752$ foot pounds. It thus can be clearly seen that the braking power necessary to stop the above machine and rider moving at 16 miles per hour, is just four times greater than that required to stop the same weight moving at 8 miles per hour.

You had a good editorial in your issue of August 31 on the motorcycle racing subject, urging that the man and not the machine be made the master, and I think every sensible person who reads it will endorse your views.

WM. A. THORBURN,
St. Johns, Newfoundland.

Outlaws at War with Themselves.

Victor Lind has proven too rich for even the outlaws. They have cast him out "for life," following the squabble over the race held on the Coney Island cycle path on September 7th, of which he was chairman. A. G. Armstrong is another who is mixed up in the affair and he has been suspended for one year, but as no one recognizes the "outlaws," these suspensions are more amusing than otherwise. It seems that the piano which was offered for first prize has not been delivered to the winner, who threatens to go to law about it. It is said that the part purchase of the piano was never authorized by one of the association, which

COMING EVENTS

September 21-22, Brooklyn, N. Y.—Century Road Club of America's double Century.

September 22, Valley Stream, N. Y.—Eastern Division, Century Road Club Association's 1, 2 and 5 mile road championship.

September 27, New York, N. Y.—Morris Park Motordrome; five miles motorcycle race.

September 28, Aurora, Ill.—Aurora Motorcycle Club's track meet.

September 29, Valley Stream, N. Y.—Century Road Club Association's 100-mile road record run; open.

September 29, Baltimore, Md.—Crescent Bicycle Club's 12-mile handicap road race; open.

September 29, Milwaukee, Wis.—Milwaukee Cycle Racing Club's postponed 12-mile handicap road race; open.

October 5, Philadelphia, Pa.—Philadelphia Motorcycle Club's meet at Point Breeze track.

October 6, Valley Stream, N. Y.—Eastern Division C. R. C. A.'s 10-mile handicap road race; open.

October 13, Valley Stream, N. Y.—West Harlem Wheelmen's 20-mile handicap road race; open.

October 13, Philadelphia, Pa.—Associated Cycling Club's 30-mile handicap road race; open.

October 13, St. Louis, Mo.—St. Louis Cycling Club's 15-miles Bellefontaine Handicap; open.

November 11-16, Boston, Mass.—6-days professional bicycle race.

was expected to pay one-third, the remainder to be paid by the lamented Cork-Pullers and a philanthropic enthusiast who has had the wool pulled over his eyes.

Motorcycle Events at County Fair.

Three motorcycle events—two exhibitions and one race—were features at the Wheaton (Ill.) county fair on Friday, 13th inst. A. J. McCollum ($2\frac{1}{4}$ Racycle) rode a three mile exhibition in 4:45, and George W. Lyon (5 Simplex) the same distance in 4:02. The five mile race was won by C. C. Hinckley (Harley-Davidson), in 6:55, with G. W. Lyon (Simplex), second.

Ross Scored a Double Header.

Allen Ross scored a double-header at the automobile race meet at Latonia, Ky., on Saturday and Sunday, 15th and 16th inst. Ross finished first in the two miles for motorcycles on Saturday, winning from Otto Miller and J. Wadsworth in 3:00 $\frac{3}{4}$. In the three mile on Sunday Ross was again in front of Miller at the tape. John Austin finished third. Time, 4:18 $\frac{3}{4}$.

AJAX ROADSTER

AJAX THORN PROOF

AJAX SPECIAL

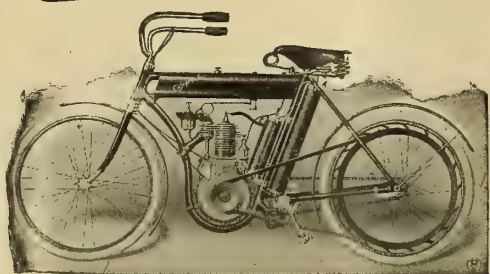
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The address of the Ajax-Grieb Rubber Co. is 57th St. and Broadway, New York City. The factories are at Trenton, N. J. Send your name on your business stationery for a copy of the new booklet about Ajax bicycle tires.

Armac



ARMAC MOTOR CO.,

472 Carroll Ave.,

Chicago, Ill.

DAREN, CONN.

Gentlemen:—I am very pleased to be able to say that I have at last reached my destination after a trip of 1,480 miles. After leaving Chicago, we went to Indianapolis, the machine behaved beautifully, the motor never missing a shot and never refusing to start or run fast or slow.

About hill climbing, well, I was pleasantly surprised as the machine climbed everything within the limits of reason without pedal assistance, and that with a gear of $4\frac{1}{2}$ to 1.

Laurel Hill Mountain, just outside of Uniontown, Pa., was negotiated with only occasional assistance from the pedals, and it is over three miles long, with a road surface resembling the dried-up bed of a mountain stream, and full of sharp turns.

The Nigger, Big and Little Savage and some other big mountains were also passed and it is a wonder to me how the machine made them, as the total weight of the rider and machine was 370 lbs. Then, followed the National Pike to Cumberland, Md. After reaching the last named place, we left the National Pike and went to Philadelphia, then to New York and on to Darien.

We encountered every kind of a road, some so bad that the farmers could not drive their teams over them, while others allowed us to tear along at 45 miles per hour.

During the entire trip our actual running time was exactly ten days, although fifteen days elapsed between the start and finish, and out of all that time, only two days were without rain, and five days it rained so hard that riding was an impossibility. If you could only see the roads and the hills that the ARMAC carried me over, you, too, would wonder that the motor could do the work. Why, on one hill, we met a big touring car going up on low gear with the passengers walking. Of course, pedalling was necessary to help her a little, but walking, never. When I get some pictures I'll mail you some.

Wishing you every success, I am

Yours very truly,

NORMAN C. TRUMPOUR,

5247 Calumet Ave., Chicago, Ill.

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FOUNDED 1877

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NEW YORK, SEPTEMBER 21, 1907.

The Fate of the L. A. W.

It is quite evident that any effort to revive the L. A. W. must prove fruitless. The good, gray Abbot Bassett bars the way. He does not want it revived. And as he always is well fortified with the proxies necessary to assert his claim and to shape his desires at the annual meeting of what now passes as the National Assembly, the man who believes that a live league is better than a dead skeleton must needs direct his energies elsewhere. At the meeting of the Assembly last week, the veteran secretary held 47 proxies.

The Assembly no longer is composed of men who ride bicycles. For most part it is constituted of men who possess only the memory of having once ridden bicycles. Like the president himself, and like the secretary, they ride either in automobiles, when they get the chance, or in street cars. This is no reflection on the gentlemen; for all of them are gentlemen, some of them men of wealth and large parts in the world's affairs, but this does not serve to disguise the fact that theirs is merely a past and very passive interest in cycling. It is not strange that they should agree, as they did

agree last week, that henceforth the annual meeting of the Assembly shall be not an occasion for the advancement of the League or of cycling, but an occasion for wining and dining and toasting and recalling the "good old days." To them the L. A. W. is merely a relic—a relic of happy days of their young manhood.

Grown gray in the service, criticism of the veteran secretary comes unwillingly. But none knows better that he has made more effort to gather proxies than to add new members. He has apparently considered it not worth while. He has fairly dripped pessimism and repelled the advances of those who would extend a helping hand. Suggestion has been accepted almost as personal affront and brought forth scoldings or curt retorts.

His is a characteristic retort to the Bicycling World's suggestion that the National Assembly be abolished and the doors thrown open to all members that the new generation might enter and make of the League not a preserved memory, but a live and useful institution. He poopooes it as "government by mass meeting." Where would the meetings be held? Who would attend them? Would not the members from one section control? Would not even a cranky member have the privilege of making himself heard? he asks.

Where are the Assembly meetings held now? In Boston. Who attends them? Chiefly a few former cyclists from Boston and vicinity. Who is in control? Bassett and his proxies.

Does any man not within the "inner circle" know anything of the League's affairs? Does he know its receipts or expenditures, or even the provisions of its constitution and bylaws? Does he have any means of making himself heard? Is there any way whatsoever in which the newer generation can break in? Each of these questions must be answered in the negative, even by Mr. Bassett himself.

His clinching assertion that no where on the face of the earth is there an organization governed by what he terms mass meeting, proves that the Abbot is not so well posted as once was the case. For he need not step wholly outside the cycling realm to discover an organization of the very sort that is directly governed by its members and that answers his every question—the Federation of American Motorcyclists; and in its four years' existence none of the horrible bugaboos which Mr. Bassett conjures seem to have made their

appearance, nor do the officers seem to fear them. Every member is free to attend the annual meetings and each has a voice and a vote. But proxies are prohibited and not even is a nominating committee provided to perpetuate the rule of any set of men. An ounce of practice is worth a ton of theory. If ever the F. A. M. attains the proportions attained by the L. A. W. in the lusty period of its life, government by delegates may become advisable or necessary, but it was because the L. A. W. membership now is of such proportions that government "by the people"—or mass meeting, if the secretary prefers that term—is possible that the Bicycling World advocated the open door policy. It is the only policy that promises new life.

The futility of advocating anything in the line of regeneration is, however, fairly plain. Unless the Pennsylvanian who is slated for the next presidency of the L. A. W. should unexpectedly prove a wonder-worker, nothing can obtain against the Abbot and his proxies. They have voted that the L. A. W. practically shall become a pleasant memory to be celebrated by an annual feast—in Boston—to which the few will be called and no strangers chosen. 'Tis a pitiful fate for a once proud organization still full of useful possibilities. The annual dinner decision appears like notice to the rank and file and the new generation to "keep off"—and the good Abbot and his proxies are on guard. The old guard is a lovable lot. But we did fancy that they thought better of the League than to parade the skeleton at a feast and then roll over it in motor cars.

The Value of Economy Tests.

If there is any one form of motorcycle contest that is more helpful and far-reaching in its instructiveness to the public than all other forms, it is an economy test on the road. The stupidest dunce understands what is meant when it is made plain that a man on a motorcycle can travel a stated number of miles with a stated quantity of fuel of a stated cost. It is one of the first questions asked by the unknowing. In its effect on the public, a performance such as F. A. Baker's on Sunday last, nearly 200 miles at a cost of 27 cents, is worth all the century runs, and possibly all the endurance contests that may be conducted. There should be more economy tests in other parts of the country. The fact that they compel law-abiding speed and require study and develop real skill on the part of the rider is not the least of their virtues.

BUT THREE WITH PERFECT SCORES

Chicago Endurance Contest Proves a Grueling Grind—Competitors Fall Like Leaves in Autumn Gale.

Chicago saw its second motorcycle endurance contest on Saturday and Sunday last, 14th and 15th inst., and according to several long distance reports, there are those who still are dizzy from its effects. It certainly was a "hot one," and as two or three claims for the credit of having made the fastest time since have arisen the dizziness has, if anything, increased.

The contest was the Chicago Motorcycle Club's "second annual" and attracted a field of 24 starters. The route was from Chicago to Kokomo, Ind., and return via Hammond, Hobart, Valparaiso, Michigan City, South Bend, Flukeytown, Rochester, Mexico, Peru, and Bunker Hill—207 miles each day, which the schedule required to be covered in 12½ hours, or nearly 17 miles per hour. It was a schedule that permitted of no loafing and woe betide the unlucky wight who ran into trouble of any sort! He had his work cut out for him. Fortunately most of the going was good or fairly good, but between Flukeytown and Mexico, there is sand, and still more sand, and it is of the sort that tries men's souls. It had much to do with the spoiling of several perfect scores on the first day and it spoiled more of them the following day, when a rain storm swept that particular part of the country. The man who can maintain a speed of 17 miles an hour in that sand deserves a tablet in the Hall of Fame.

As a result of these conditions, plus the grueling pace made necessary, but eight of the 24 starters survived, and of the eight but three had clean scores, viz.: Walter Davidson, Milwaukee, 3 Harley-Davidson; G. W. Lyon, Chicago, 2¼ Torpedo, and Fred Jurgens, Chicago, 2¼ Indian. The other survivors were A. J. McCollum (Racyle), J. A. Turner (Armac), J. F. Merkel (Merkel), Edward Buffum (Merkel), and Charles M. Newbauer (Merkel).

The others who started, but who failed to finish were Ralph D. Sporleder (Harley-Davidson), C. H. Lang (Harley-Davidson), Charles Van Sickle (4 Indian), Charles Blankenheim (Torpedo), A. B. Coffman (Yale), S. J. Chubbuck (Yale), J. R. Ball (Merkel), F. Huyck (Harley-Davidson), Frank Holmes, H. G. Clausen, Frank Perry, Paul Merriman, Charles E. Farnum, Guy Avery, H. Erickson, and R. Rechieske.

At South Bend, the first control, all save one contender were on time, but the "mortality" that occurred beyond that point speaks eloquently of the vileness of the Indiana sand that exists. Of the 23 perfect scores at South Bend, but nine remained intact when the men reached Kokomo that night. The fortunate nine were Davidson,

Van Sickle, Lang, Lyon, Jurgens, McCollum, Blankenheim, Coffman and Chubbuck. Seven others arrived with dents in their records, as follows: Turner, Perry, Holmes, Merkel, Buffum, Newbauer and Clausen. Turner and Newbauer reported tire trouble, also Merkel, who sustained no less than 11 punctures, while Buffum had been bothered by dead batteries. Of those who failed to put in an appearance, Ball had smashed a wheel, Sporleder's coaster brake had gone wrong, and Huyck had had difficulty with his timing gears.

When the men were given the word in Kokomo the following morning, Turner "cut loose." He had lost his perfect score and made a fast run of it, reaching Chicago an hour ahead of schedule, despite an argument en route with a young pig. Walter Davidson likewise is said to have burned up the road and covered the 207 miles in less than 10 hours, although delayed by one puncture. Lyons also had tire trouble and Jurgens damaged his commutators, but like Davidson they managed to repair and keep their records clean. McCollum had seven punctures, broke a chain and was bitten by a dog, and yet came near to getting inside the schedule. Of the eight who fell by the wayside on the return trip to Chicago, the saddest fall was that of Charles Van Sickle, he of the crimson locks and bubbling good nature. Van Sickle, with his 4 horse power Indian, the only "double" in the contest, was reckoned as sure of a perfect score. But first a broken valve and then a smashed wheel put him out of the running. The full official scores have not yet been announced.

Forty-Six Wheel About the Hub.

The Boston Bicycle Club's famous annual function, the "Wheel About the Hub," on September 13-14, was unusually successful, 46 rare old timers participating. They made the familiar circuit, casting care to the wind and renewing their youth generally. Sad to tell, however, most of the old guard made the tour in automobiles, which were more numerous than ever before, even "Papa" Weston, the dear old mainspring of the function, being for the first time tucked in a car and looking like a fish out of water. An injured foot prevented him from riding his beloved bicycle. Although their feet were sound, W. B. Everett and Abbott Bassett, president and secretary, respectively of the L. A. W., were among the others who rode in automobiles. Of the fourteen who remained true to the bicycle, however, Capt. W. G. Kendall, of the B. B. C., was one, and Will R. Pitman another. M. C. Morris, of Philadelphia, who may be the next president of the L. A. W., also rode a bicycle, which is a hopeful sign.

Miami Captures Police Order.

The Miami Cycle & Mfg. Co. has secured the contract for the equipment of the police squad recently authorized in Louisville, Ky. The order calls for 25 Racycles.

RAIN MARRED MOTORCYCLE MEET

Kellogg an Easy Winner in 5-Mile Open at Wilkes-Barre—Arndt First in 2-Mile Event for Local Riders.

Wilkes-Barre, Pa., Sept. 19.—Despite unfavorable weather prospects, clouds and mist hanging low over the driving park track, a crowd numbering more than 1,000 saw the first motorcycle meet of the Wilkes-Barre Motorcycle Club here to-day. Rain last night had made the track soggy and cuppy, but by noon it was dry in spots, but still so treacherous that Chairman Douglas, of the F. A. M. competition committee, who referred, was in favor of postponing the meet until the following day, but this was found to be impossible as the track could not be secured, and the riders agreed to "take the chances."

Although there were only three starters in the two mile scratch for local riders, real racing between Joseph McLaughlin and Jesse Arndt furnished some excitement. This pair fought to a finish, Arndt winning in a stirring style by less than a foot.

W. H. Wray, Jr., of Brooklyn, and Stanley T. Kellogg, of Bridgeport, rode mile exhibitions, the former going out first. Wray rode his big 7 horsepower Simplex-Peugeot in 1:32½. Kellogg, 5 horsepower Indian, was more daring and did 1:29.

The five mile open looked like a pursuit between Kellogg and the remainder of the field after the first mile. Wray and Goerke kept up a running fight for the place all the way, but each time Goerke tried to pass the other would pull away. While this event was in progress the rain, which had threatened all afternoon, fell with a down-pour. The track was so muddy that William Bewley, Reading, Pa., skidded on the back stretch and fell, dislocating his shoulder. Just before the bell, Anderson, while riding too close to the pole, struck his pedal against a post, snapping it off. The broken end of the pedal gouged a hole in Anderson's heel, but he pluckily continued but had to be lifted off his machine at the finish. The rain was falling so hard after the finish of the five mile race that the program was cut short. The summaries:

One mile novice—Won by A. E. Griffith (R-S). Time, 1:58. Also ran—Howard Mains (Thor), Robert Allegar (Indian), J. H. Rue (Indian), H. Gregory (Indian).

Two miles scratch, for local riders only—Won by Jess Arndt (Indian); second, Joe McLaughlin (Indian). Time, 3:26.

One mile against time—By W. H. Wray, Jr., (Simplex-Peugeot). Time, 1:32½.

One mile against time—By Stanley T. Kellogg (Indian). Time, 1:29.

Five mile open—Won by Stanley T. Kellogg (Indian); second, W. H. Wray, Jr., (Simplex-Peugeot); third, Walter Goerke, (Indian). Time, 8:44½.

L. A. W. ASSEMBLY IN SESSION

Secretary Renders Reports and the Nominating Committee is Appointed—No Hope for Open Door Policy.

Boston, Mass., Sept. 14.—The National Assembly, L. A. W., held its annual meeting in Boston on Thursday last, 12th inst. Before the meeting the delegates sat down to a banquet at Hendrie's, opposite Franklin Field. This was the first attempt to give a social aspect to the annual meeting and it was eminently successful.

The new constitution gives over the matter of electing national officers to the entire Assembly by mail vote, and every member thereof will be given an opportunity to express himself in the choice of officials. This takes away from the annual meeting its most important function and in future the good time and the dining table will come in and make the meetings well worth attending. The date of meeting has been placed on the day before the Wheel About the Hub, so that those who come from a distance may have to make but one journey for the two events. While the election has been taken away, it does not follow that there will be no business before the Assembly, for there is generally very much to talk over and provide for.

President Wm. B. Everett presided. A roll call showed twenty-five members present in person, and forty-seven by proxy.

Secretary Abbot Bassett read his annual report, which showed a membership of 1,632, and made comment upon the present situation.

The auditor presented a financial report which showed a balance of \$84.27 in the treasury and all bills paid.

A committee to nominate officers for the ensuing year was elected, as follows: W. M. Meserole, of New York; Quincy Kilby, of Massachusetts; and Geo. L. Cooke, of Rhode Island. This committee will, later, report a list of officers, and ballots will be sent October 1st to every member of the Assembly.

According to Secretary Bassett the meeting discussed, informally, the suggestion made by the Bicycling World to abolish the Assembly and hold an annual meeting open to all members, and thus to interest the new generation and revive the League, but Bassett said that it was the unanimous opinion that the idea was impracticable. Bassett himself undoubtedly is very much opposed to it. He twisted the suggestion by describing it as "government by mass meeting," and defended his not unexpected position by a line of talk that it would be indecent to term logic.

"The L. A. W. has members in every State. Would any go a journey to attend a mass meeting?" he said. "Where should such a meeting be held? If in New York, Boston or Philadelphia, everything would

be given a local color. Every crank would let loose. There would be no order or system in the thing. No organization on the face of the earth governs itself by mass meeting. The old town government is the nearest approach to it, but in that the masses were near at hand. A delegate convention has never been surpassed for efficiency." The membership of the L. A. W. is now largely in the East and at this meeting there were members present from New York, Pennsylvania, Massachusetts, Rhode Island, and Connecticut.

Philadelphia Gets Hour Championship.

Encouraged by the success of its initial effort, the Philadelphia Motorcycle Club has undertaken the promotion of another race meet, having secured F. A. M. sanction for Saturday, October 5th. This time the club will make a direct bid for the attendance of outside cracks, having applied to and obtained from Chairman Douglas of the F. A. M. competition committee, permission to conduct the one-hour national championship. As it will be run on the Point Breeze mile track, the present record of 41 1-16 miles, made by S. T. Kellogg on the half-mile course at Rochester, N. Y., last year, easily should be bettered. The Philadelphians also have grown wise as to the advisability of encouraging the private owner and in their program have included two events for such riders—one a five miles handicap, the other a three miles for owners of machines not exceeding 30½ cubic inches piston displacement. A three miles novice, a ten miles open and a five miles for the club championship medal comprise the other events on the card.

Sanders on Board of Control.

E. N. Sanders, who was active in reorganizing the St. Louis Cycling Club, and whose career as a cyclist covers a period of 25 years, has been appointed special representative on the Board of Control and also delegate from the St. Louis Cycling Club on the Advisory Board of the National Cycling Association. Mr. Sanders's territory embraces the State of Missouri, Southern Illinois, from a point south of Quincy and Danville; Kansas, and Western Kentucky from Henderson to the State line. Sanders's long experience both as a racing cyclist and manager of race meets, besides his identification with every move in cycling that has taken place in St. Louis for the past two decades, will make him a valuable acquisition to the National Cycling Association.

New Club Gets Early Action.

The new Aurora (Ill.) Motorcycle Club has lost no time in "getting busy." It has applied for and received sanction for a race meet to be held September 28th, when three events, three, five, and ten miles, respectively, will be decided. C. C. Hinckley, Jr., is chairman of the club's racing committee.

LIMIT MAN CAPTURES ROAD RACE

Griffith First in Dealers' Association Handicap at Richmond, Ind.—Linirick, 8 Minutes, a Close Second.

Harry Griffith, a local rider who started with a handicap of 12 minutes, finished first in the third annual 19 miles road race held at Richmond, Ind., last Saturday, 14th inst., by the Richmond Bicycle Dealers Association. His time was 58 minutes. Close behind him finished Frank Linirick, an 8 minute man.

The race was the most successful ever conducted by the Richmond dealers and attracted 32 riders, several of them from other cities, two Chicago riders, Silas Brown and Howard Bigelow, being among the number. Another visitor, Robert Miller, of Hamilton, Ohio, accounted for the time prize. The course was from the corner of Sixteenth and Main, south to E street, thence east to Cooper's corner, north to the Richmond pike and thence west to the city. Two laps made the race 19 miles. The roads were in good condition and there was little wind. But one accident occurred. While on the second lap Harold Ball was thrown heavily and sustained a fractured rib. Charles Linirick also was put out of the running in his lap on account of a broken bicycle. The summary:

Pos.	Rider.	Hdcp. Min.	Time. H. M. S.
1	Harry Griffith	12	0:58:00
2	Frank Linirick	8	0:59:45
3	Earl Brown	10	0:51:47
4	Robert Miller	4	0:56:40
5	Don Draper	4	0:56:40½
6	Earl Cotton	6	0:59:30
7	Herbert Cotton	4	0:58:45
8	James McCarty	12	1:07:30
9	Silas Brown	scratch	0:59:15
10	Howard Bigelow	scratch	0:59:15½
11	Everett Fustinberg	scratch	1:02:00
12	Earl Ogg	12	1:00:22

Time Prize Winners.

1	Robert Miller	4	0:56:40
2	Don Draper	4	0:56:40½
3	Harry Griffith	12	0:58:00
4	Herbert Cotton	4	0:58:45
5	Silas Brown	scratch	0:59:15
6	Howard Bigelow	scratch	0:59:15½

First to Sue the City.

Frank M. Wyckoff has earned the credit of being the first motorcyclist to sue the big City of New York. He has filed an action for \$10,000 damage. In his affidavit Wyckoff relates how a Park Department automobile, occupied by a Park Commissioner ran him down in the Bronx. The car is described as going at terrific speed when it struck Wyckoff's machine, which was carrying its owner and friend in tandem and was not moving over three or four miles per hour at the time. After the crash, the automobile stopped and picked up Wyckoff and his companion, who were thus enabled to tell what it was that hit them.

Announcement

BICYCLE DEALERS, and particularly those who knowing just what we have done during the past year for those who continue to sell Racycles, and our aggressive, up-to-date manufacturing concern that considers it its own. You are all looking forward to the season which will help you to settle the question of the bicycle that

We are pleased to be able to say that our output this year since the company started twelve years ago in the trade, but to the ever growing popularity of the Racycle and its reputation as

The
Racycle

The Largest Selling High

and dealers and riders are constantly finding it out

We confidently expect, and are making our plans for the season of 1908 than we did this last season

Do you want the agency in your city? Do you want to associate with us and through catalogs, booklets, letters, etc.? Do you want to build up a business every one of whom will bring another customer to you?

Don't you want to join with us in our 1908 campaign for business, for actively sell all Racycles through our agents and dealers?

Our agents can testify that we send them customers, and if you want to Do not delay for your competitor may get in ahead of you.

The Miami Cycle & Mfg. Company

Extraordinary

had the agency for the Racycle will be interested in. It will be an indication of what the future has in store for these dealers who wish to identify themselves with a product whose best interests of its agents to be equally as important in 1908 and are making your plans. What we have to say will sell next year.

Our sales show a remarkable increase of 60% over any previous year. This is due not so much to general increase in the bicycle market but to the fact that the Racycle has firmly established

Best Wheel in the World

The building and shipping of at least 75% more Racycles will add a great many names to our list of agents.

With a concern that advertises its product far and wide in national magazines and has a profitable trade in bicycles and have a growing list of satisfied customers,

to increase our sales it means increased sales for our agents since we position

In this prosperity write us at once and we will be glad to negotiate with you.

☛ We are ready now to quote 1908 prices.

The
Racycle

by, (F. M. JONES
Pacific Coast Representative
SACRAMENTO, CALIF.) Middletown, Ohio

Announcement Extraordinary

BICYCLE DEALERS, and particularly those who have had the agency for the Racycle will be interested in knowing just what we have done during the past season. It will be an indication of what the future has in store for those who continue to sell Racycles, and for those dealers who wish to identify themselves with a progressive, up-to-date manufacturing concern that considers the best interests of its agents to be equally as important as its own. You are all looking forward to the season 1908 and are making your plans. What we have to say will help you to settle the question of the bicycle that you will sell next year.

We are pleased to be able to say that our output year shows a remarkable increase of 60% over any previous year since the company started twelve years ago which is due not so much to general increase in the bicycle trade, but to the ever growing popularity of the Racycle and to the fact that the Racycle has firmly established its reputation as

The Largest Selling Highgrade Wheel in the World

and dealers and riders are constantly lining it out.

We confidently expect, and are making our plans, the building and shipping of at least 75% more Racycles during the season of 1908 than we did this last season and will add a great many names to our list of agents.

Do you want the agency in your city? Do you want to associate yourself with a concern that advertises its product far and wide in national magazines and through catalogs, booklets, letters, etc.? Do you want to build up a permanent, profitable trade in bicycles and have a growing list of satisfied customers, every one of whom will bring another customer to you?

Don't you want to join with us in our 1908 campaign for business, for when we increase our sales it means increased sales for our agents since we positively sell all Racycles through our agents and dealers?

Our agents can testify that we send them customers, and if you want a share in this prosperity write us at once and we will be glad to negotiate with you. Do not delay for your competitor may get in ahead of you.

☛ We are ready now to quote 1908 prices.

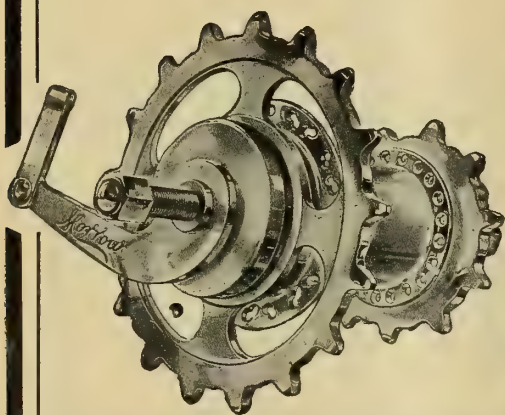
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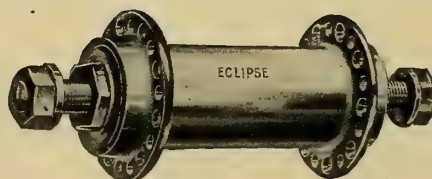
**The Miami Cycle & Mfg. Company, (F. M. JONES
Pacific Coast Representative
SACRAMENTO, CALIF.) Middletown, Ohio**

Morrow Quality and Morrow Facilities

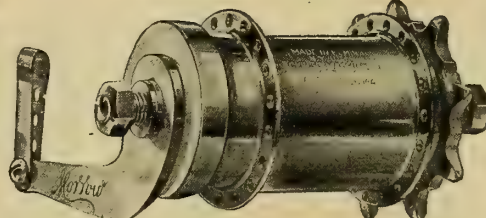
are at your disposal for your next season's requirements of **Front and Rear Hubs.**



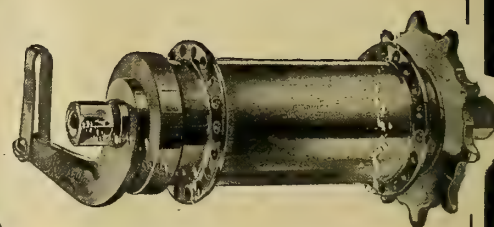
For Chain-Drive Motorcycles



Front Hubs to Match



For Bicycles



For Belt-Drive Motorcycles

Of course

it is needless to say that on bicycles and motorcycles the **Morrow Coaster Brake** will be as it has always been, first among the best.

Eclipse Machine Company, ELMIRA
N. Y.

MARVELOUS RESULTS IN MOTORCYCLE ECONOMY

CLASS A—Single Cylinders, Under 3 H. P.

Name.	Residence.	Machine.	H.P.	Rider's Wt.	Machine Wt.	Qts.	Pts.	Oz.
1 F. A. Baker.....	Brooklyn.....	Indian.....	2¼	150	140	4	0	10
2 A. H. Patterson.....	Brooklyn.....	Indian.....	2¼	150	160	4	1	4
3 *R. S. Morton.....	Brooklyn.....	Indian.....	2¼	190	150	6	0	10
4 *Paul Hagenow.....	Hoboken, N. J.....	Royal.....	2¾	165	125	6	1	12
5 *G. Forman.....	Brooklyn.....	Indian.....	2¼	165	125	7	0	5
6 *J. P. Thornley.....	New York City.....	Indian.....	2¼	170	150	7	0	8
7 *A. L. Collins.....	New York City.....	Indian.....	2¼	150	140	7	1	0
8 F. L. Valiant.....	New York City.....	Racyle.....	2¼	145	140	7	1	0
9 *David Molin.....	New York City.....	Griffon.....	2¾	150	160	8	1	9

CLASS AA—Single Cylinders, 3 H. P. and Over.

Name.	Residence.	Machine.	H.P.	Rider's Wt.	Machine Wt.	Qts.	Pts.	Oz.
1 J. F. McLaughlin.....	New York City.....	N. S. U.....	3¾	167	140	5	1	2
2 *Roland Douglas.....	New York City.....	N. S. U.....	3¾	138	150	6	0	7
3 A. H. Bartsch.....	Hackensack, N. J.....	N. S. U.....	3	140	180	6	1	10
4 *F. E. Dalton.....	New York City.....	N. S. U.....	3	150	180	7	1	14
5 F. P. Baker.....	Brooklyn.....	Indian.....	3	145	150	8	0	2
6 *Barton Smith.....	Brooklyn.....	M. M.....	3	140	150	9	0	4
7 George V. Lyons.....	New York City.....	Wagner.....	3	160	140	9	1	0
8 Henry Heyer.....	Brooklyn.....	M. M.....	3	185	145	11	0	10

CLASS B—Multicylinders.

Name.	Residence.	Machine.	H.P.	Rider's Wt.	Machine Wt.	Qts.	Pts.	Oz.
1 E. L. Ovington.....	New York City.....	F. N.....	4½	195	185	6	1	4
2 *M. E. Toepel.....	New York City.....	Indian.....	4	160	162	8	0	11
3 *A. G. Chapple.....	New York City.....	N. S. U.....	6	165	150	8	0	15
4 *Albert Kreuder.....	New York City.....	N. S. U.....	6	165	200	8	1	4
5 *David Dessau.....	New York City.....	F. N.....	4½	165	185	11	0	10

* Private owners.

Private Owner Cup Winners.

Class	Winner	Qts.	Pts.	Oz.
Class A.....	R. S. Morton.....	6	0	10
Class AA.....	R. Douglas.....	6	0	7
Class B.....	M. E. Toepel.....	8	0	11

When motorcycles are able to use air or water as fuel or when their weight has been reduced to feathery proportions, it is possible that the marvelous record created by Fred A. Baker, of Brooklyn, N. Y., on Sunday last, 15th inst., may be bettered. To travel 190 miles at the rate of 15 miles per hour, he used exactly 4 quarts 10 ounces of gasoline, there being 16 ounces to the pint. Although in many places, gasoline is to be had for 20 cents per gallon, which would have made his performance even more remarkable, 25 cents had been fixed as the official price and at this figure Baker's long journey cost 27 cents, which is at the rate of one-seventh of a cent per mile or seven miles for one cent, which, as succinctly has been remarked, is equivalent to traveling on next to nothing. The railroad fare for the distance is \$4.53. The best record by automobile is \$3.53.

Baker's achievement was the feature of the economy contest conducted under the joint auspices of the New York Motorcycle Club and the Brooklyn Motorcycle Club. The course—a gently undulating one—was from the Brooklyn's club house to Southampton, via Bayshore, and return, 190 miles. The original intention was that Bridgehampton, 5 miles beyond, should be the turning point in order that the distance should be full 200 miles, but due to misunderstanding the turn was made at Southampton. Baker, who rode a 2¼ horsepower

Indian, with G & J tires, had set his heart on winning, and his victory was not wholly a surprise. He is something of a wizard so far as concerns motorcycles, and the result was due not only to clever manipu-



FRED A. BAKER

lation and "nursing," but to study and experiment with spray plugs and air shutters extending over the previous two weeks. He did not take aboard a drop of gasoline

from the time his tank was filled and sealed at the starting point in Brooklyn, and his only source of dismay was that near Bayshore, on the return trip, he discovered that his seal had been broken by the vibration of the road. It was resealed at that point and Baker since has executed an affidavit that at no time or place or in any way did he introduce a drop of gasoline or other fuel into his machine—a statement which no one even thought of questioning. Baker's "runner-up," A. H. Patterson, who happens to be the manager of his Brooklyn store, was near enough to the record of the "boss" to amply verify the marvelous performance. Patterson consumed 4 quarts 1 pint and 4 ounces. He was one of the surprises of the contest, which was full of surprises. For while Baker's record necessarily stands out in bold relief, there were other trade experts who gave cause for astonishment, while even the private owners did themselves proud. R. S. Morton, a man near 50 years of age, who although he had motorcycled for three years, never had competed in a contest before, was one of the number, as was Roland Douglas, chairman of the F. A. M. competition committee, who, if not a novice, or not so old, was quite as tickled by his victory in his division as was Morton. Douglas made the best owners' record for single cylinders—6 quarts and 7 ounces.

The contest was divided into two classes,

A, for single, and B for multicylinders, respectively, the former being subdivided, AA, into machines under 3 horsepower and those over 3, while in each division special awards were offered for private owners.

Of the private owners, Morton, as stated, won the prize for "under 3 horsepower,"

F. N., captured the award for multicylinders. Like Baker, there are few of the quirks and quiddities of motorcycles with which he is not intimately acquainted and he, too, was "out for blood," and had studied and experimented that he might better obtain it. Spray plugs, throttles and

There were 37 starters; there would have been one more—a young woman who apparently seeks the limelight, but as the F. A. M. rules discourage such appearances by restricting competition to men, her proffered entry was very respectfully returned.

The sealing of the tanks and unions of




1. ROLAND DOUGLAS HAVING HIS TICKET PUNCHED.
3. R. S. MORTON.

2. M. E. TOEPEL BEING PUSHED OUT OF BAYSHORE
4. REFILLING TANKS AT BAYSHORE, McLAUGHLIN WATCHING THE DROPS


and Douglas for "over 3," while M. E. Toepel, the skillful one-armed captain of the New York Motorcycle Club accounted for the owner's trophy in the multicylinder class. He rode a 5 horsepower Indian. In their respective classes, J. F. McLaughlin ($3\frac{3}{4}$ N. S. U.), and E. L. Ovington ($4\frac{1}{2}$ F. N.), who, like Baker, are "in the trade," proved themselves worthy competitors. McLaughlin, who although an "old warhorse," was never rated as a very proficient gasoline nurse, surprised his friends and gave evidence that he has entered that category and must be reckoned with hereafter; he burned but 5 quarts 1 pint and 2 ounces. Ovington, who of course rode a "Big Four"

air shutters received his attention and he also employed a double screen in his carburettor. A knowledge of chemistry further assisted him. When he presented his tank for sealing, it practically was full, not wholly of gasoline, but of gasoline and kerosene mixed, Ovington being aware of the greater number of heat units and the thermal efficiency of kerosene. The fact that he took aboard only two quarts of gasoline at the Southampton control and yet required four quarts in the measuring at the finish caused a lot of guessing, but there was a reason for it; Ovington did not wish too greatly to dilute the kerosene. He consumed 6 quarts 1 pint and 4 ounces.

the feed pipes was an herculean task that gave H. J. Wehman, C. L. Simms and the other officials, more than they wanted to do but despite the hard work, the contest was started at 5.30 a. m., only one-half hour behind the scheduled time. The air was heavy and in the lowlands outside of Brooklyn a heavy fog was encountered, which, however, was dissipated when the sun attained strength. Thereafter it was a beautiful day, although a brisk headwind was met on the return journey. A good part of the road is oiled and the absence of dust made agreeable going. There was no inclination to scorch, however. That is one of the good features of economy contests. Every man



	GASOLINE STATIONS	QUARTS	PINTS	OUNCES
No. 13	Bay Shore -	8-7-6-5-4-3-2-1	1	15-14-13-12-11-10-9-8-7-6-5-4-3-2-1
	Bridgehampton -	8-7-6-5-4-3-2-1	1	15-14-13-12-11-10-9-8-7-6-5-4-3-2-1
	Bay Shore -	8-7-6-5-4-3-2-1	1	15-14-13-12-11-10-9-8-7-6-5-4-3-2-1
	Finish -	8-7-6-5-4-3-2-1	1	15-14-13-12-11-10-9-8-7-6-5-4-3-2-1



E. L. Ovington

COMPETITOR'S CHECKING CARD

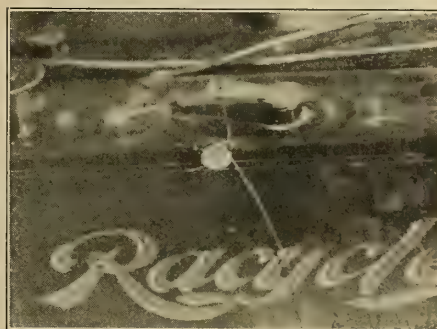
A. H. Bartsch

kept his throttle tightly closed and as nearly as possible "ran on air." Many of them coasted down the few mild hills that mark the course and there were a few who pedaled up to economize on fuel. Only one man, George W. Lyons (Wagner) ran in ahead of the scheduled arrival time.

The first man to go down and out was Maurice P. Sullivan (Indian), who broke an axle only 10 miles from the starting point. C. H. Bobb (Wagner), was put out by a coaster brake that went wrong; James Grogan (Indian) suffered a dead battery and R. H. Nickerson (Metz) ignition trouble. Gustave Dumas (Curtiss) broke his battery connections and then fell out because of a balky carburetter, while E. W. Carritt (4 Indian), one of the most likely candidates in his class, became the victim of a broken frame when only 20 miles from home. The others who failed to finish were R. Gerstner (N. S. U.), J. A. Schleicher (Vindec), E. Malloy (M. M.), A. Jeanotte (R-S), A. Goertz (Wagner), F. Hart (R-S), and Paul Pilgrim (Simplex), the latter the champion runner, who was making his first essay in motorcycle competition.

E. M. Whaitte (Wagner), finished, but was disqualified for being towed by an automobile, and Howard K. Wray (7 Simplex),

where they arrived with their seal broken. A dispute arose and the Wrays claim that Brazenor made an insulting remark which caused Howard, an impetuous young man with a flow of language the strength of which is quite beyond his years, to rip out a foul epithet that caused Brazenor to deliver a short-armed jolt. Although he is a much larger man and it was not his fight, W. H. Wray, promptly proceeded to pound the checker. The F. A. M. competition committee and the Brooklyn Motorcycle Club



HOW THE TANKS WERE SEALED

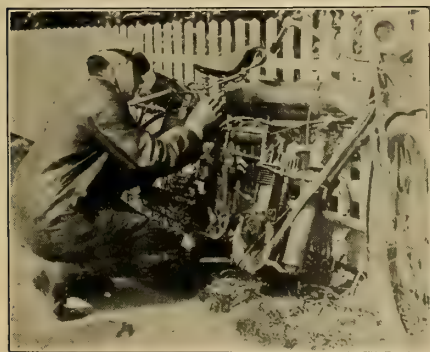
both are investigating the matter and there is promise of "something doing" by both of them.

The only other untoward incident of the day was the arrest in East Islip of A. H. Bartsch. He was fined \$15.

Owing to the temperate pace there were practically no accidents, Paul Hagenow, who rode a three-year-old Royal which has completed about 20,000 miles, being about the only man who sustained a spill. It was such a hard one, however, that it broke his grip control and broke one of the fastenings of his fuel tank, requiring that he wind it with tire tape to hold it rigidly in place. The fall caused a slight, slow leak at the feed pipe connection and thus was a bit of the precious fluid wasted. Apart from this waste there was quite general agreement that Hagenow lost the award for private owners in the under 3 horsepower class by failing to have a ball valve in the cap of his gasoline tank. The vent in the cap was an open one and as a result, while the tank was full, the fluid squirted out, fountainlike, every time Hagenow struck the slightest rough spot in the road.

The system employed in the test was admirable and was due chiefly to the fertile brain of H. J. Wehman. While each tank was being filled, a short strip of tin was being soldered on the cap or stopper. When the latter was screwed into place in the tank a wire was run around the tank and through a hole in the strip of tin and then secured with a lead seal. When gasoline was procured at Bayshore (44 miles) or Southampton (95), or at Bayshore on the return trip—no other refillings being permitted—the checkers at those points broke and renewed the seals, with a supply of which they were provided. Only even quarts or pints could be obtained at those points, the amount being punched in the checking cards, which the competitors carried. At the finish a glass graduate marked in ounces was employed to fill the tanks, which quantity, added to that punched in the checking cards, gave the total consumption. In addition to the wire and lead seal around the tank, all unions or connections in the feed pipes from tank to carburetter were surrounded by shellaced paper, shellac being impervious to gasoline.

In the competition for the cup offered for the best aggregate record by members of the promoting clubs, the New Yorks



DUMAS REPAIRS A BROKEN WIRE

was ruled out for permitting his brother, William H., to operate his machine. W. H. Wray was supposed to be a passenger in a trailer attached to the Simplex, but they took turns in playing "chauffeur." The Wray brothers are likely to get themselves in more trouble because of an assault on Robert Brazenor, the checker at Bayshore,



HAGENOW TESTS HIS GRIP CONTROL

smothered the Brooklyns. The former started 14 members, the latter 6, of whom 10 New Yorks and 3 Brooklyn survived. The three Brooklyn clubmen, F. A. and F. P. Baker and Henry Heyer, used 758 ounces of gasoline, while the New York's three best men, McLaughlin, Douglas and Ovington, totaled but 589 ounces.

LOS ANGELES MOTORCYCLE MEET

Enthusiastic Crowd Sees Fast Time and Close Finishes—Cupid Novelty Race One of the Features.

Close finishes, fast time and a large and enthusiastic crowd served to make the first exclusive motorcycle meet of the Los Angeles Motorcycle Club at the Agricultural Park track, that city, on Monday, 9th inst., a notable one.

One of the most exciting events was the five-mile free-for-all, in which there were eleven starters. After an interesting fight all the way, G. Blaylock (R-S) led C. W. Ridsen (Indian) home by a narrow margin, with E. W. Hoag (R-S) a close third. Time, 6:14.

The five miles challenge cup race went to W. G. Collins (Indian) after a two trial heats. The singles rode one heat to qualify, as did the doubles. In the final the singles were given a start of 45 seconds on their twin brethren. Hoag (R-S) was second and Mazzii (Curtiss) third.

Considerable amusement was created in the Cupid novelty race for single cylinder machines with tandem attachment. In this the rider went one mile alone, then stopped on the second lap to take a lady passenger; the third lap alone and finish with the lady aboard. E. W. Hoag's partner proved more adept at mounting and dismounting than did Mrs. Schafer, who accompanied her husband, resulting in the Hoag combination winning the prize. The summaries:

Five mile novice—Won by G. Colt (R-S); second, H. Schafer (R-S); third, E. Schockley (Torpedo). Time, 6:46½.

Three miles for boys—Won by C. Balke (Indian); second, E. Koch (R-S); third, Harry Smith (Torpedo). Time, 3:59.

Five miles for Gates Cup—Won by C. W. Ridsen (Indian); second, E. E. Earhart; third, W. A. Halm (Indian). Time, 6:51.

Ten mile pursuit for single cylinder machines—Won by E. W. Hoag (R-S); second, G. Blaylock (R-S); third, E. E. Earhart.

Ten mile pursuit, for double cylinder machines—Won by P. J. Q. Derkum (Indian); second, W. G. Collins (Simplex-Peugeot). Time, 12:54.

Four mile team relay—Won by team consisting of C. W. Ridsen (Indian), E. W. Hoag (R-S), E. L. Parmalee (Light), and A. Greiner (R-S). Time, 6:30.

Two miles obstacle—Won by A. Greiner (R-S); second, S. Swinnerton; third, E. Schockley (Torpedo). Time, 5:00¾.

Five mile, free-for-all—G. Blaylock (R-S); second, C. W. Ridsen (Indian); third, E. W. Hoag (R-S). Time, 6:14.

Five miles for club challenge cup—First heat, single—Won by W. G. Collins (Indian); second, E. R. Taubert (Indian); third, E. W. Hoag (R-S). Time, 6:49½. Second heat, doubles—James Mazzii (Cur-

tiss); second, F. Bunday (Curtiss); third, F. B. Bueneman (Indian). Trial heat won by W. G. Collins (Indian); second, E. W. Hoag (R-S); third, J. Mazzii (Curtiss). Time, 6:22.

Four mile Cupid race, for single tandem attachment—E. W. Hoag and partner (R-S); second, H. Schafer and wife (R-S); third, G. Blaylock and partner (R-S). Time, 7:33¾.

Five miles for Ridsen Challenge Cup, multi-cylinder machines—Won by W. G. Collins (Simplex Peugeot); second, P. J. Q. Dreikum (Indian); third, A. Mitchell (Simplex-Peugeot). Time, 5:18.

Good Racing at Celtic Park.

Although no mention was made of it at the time, one of the best track races of the



NEW YORK BRANCH: 214-216 WEST 47TH ST.

year took place at Celtic Park, Long Island, City, N. Y., Sunday, 8th inst. It was a three mile handicap under the auspices of the Moneghan Men's Association, and was the most exciting event at the meet. The heats were at one mile each. Philip Kury, Roy W., won the first from the 80-yard mark, with Charles Nerent of the same club, second, from scratch. C. Schlosser, Brower W., was third from 25 yards, and Andrew Carradino, New York City, who had 160 yards, qualified. Maurice Vanden Dries, West Harlem W. (80 yards), and Samuel Rein, Roy W. (100 yards), made the second heat interesting, the former getting the decision. Anthony Bizzari, Tiger Wheelmen, defeated William Vanden Dries, New York A. C. for third place; both started from scratch. The final went to Bazzari, who again beat Vanden Dries. Schlosser, having 75 yards, was third. Time, 7:50.

Good Book for Motorcyclists.

"Motorcycles and How to Manage Them." Price, 50 cents. The Bicycling World Co., 154 Nassau Street, New York City.

CAPTORS OF SALT LAKE CASH

Kramer Won 19 Races and \$1,466—Clarke Also a Frequent Winner—DeMara the Big Gun Among Amateurs.

National Champion Frank L. Kramer was the biggest individual winner at the Salt Lake City saucer during the season just closed. In the three months of riding Kramer finished first 19 times in the 73 professional races that were held. Of course, this latter figures include paced, invitation and match races that the champion sprinters were not eligible to. There were few races that Kramer did not figure in and his prize money amounted to \$1,466.

A. J. Clarke, the little "Kangaroo Rocket," had 13 firsts, 5 seconds, 3 thirds, and 4 fourths to his bag, his prize money amounting to \$967. As Kramer and Clarke were teamed their winnings were divided so that when it is considered that Clarke won the majority of races held at the Ogden saucer, the Australian's earnings this season are greater than the champion's. Iver Lawson finished first 8 times, and second the same number, besides several minor prizes; his money amounted to \$875. One of the most consistent winners has been Hardy Downing. Downing was in on almost every race, and by combining pace following and sprinting he was enabled to gather sufficient of cash this summer to keep him from begging meal tickets through the winter. T. M. Samuelson got most of the pace making money, with Gus Lawson second.

Walter DeMara was the entire show in the amateur ranks. He secured 16 firsts, 8 seconds, 6 thirds, 7 fourths, and 3 fifths. The value of his prizes was \$354. Although Rodney Diefenbacher finished first only four times, he got a place often enough to place him second in the prize winnings table with \$209. Frank E. Schnell won 8 firsts, but little A. Crebs with 5 firsts won greater value in prizes.

Although the track closed only last week there already is a scramble for the managership for next season. Harry Heagren, who managed the Ogden track and who formerly was manager of the Salt Palace saucer, is after the plum, and if popularity counts, Heagren will be the next manager. Chapman, manager this year, is after the berth again, but he is not as popular with the riders as Heagren, and there was a lot of dissatisfaction with Chapman's actions this season.

Another person after the position is W. D. Rishel, a sporting editor. Those who know something about Rishel say the chances are very much against him. It also is reported that there will be a change in the resort management, it being stated that John Halvorson will sell his interest. A meeting will be held in a few days when matters will be straightened out for next year.

SHERWOOD'S NEW ROAD RECORD

Amateur Track Champion Captures Another Title at Valley Stream—Close Finishes Mark All the Heats.

Charles A. Sherwood, who holds the amateur track championship of America, strengthened his hold on the road championship as well by winning the two mile title at Valley Stream, N. Y., last Sunday, 15th inst. Sherwood's time was 5:46 $\frac{3}{4}$. He established a record in his heat, however, riding the distance in 5:27 $\frac{1}{4}$. William Vanden Dries, the champion's team mate, both riding for the New York Athletic Club, finished second by two wheel lengths.

Because of the small number of entrants that showed up at Valley Stream, though not an unrepresentative list, it was decided to run the race in four trial heats with two to qualify in each for the final, the non-qualifants to ride an extra heat for the remainder of prizes. With 21 starters and 21 prizes, three of which, however, were the regulation National Cycling Association championship medals, all but three of the starters received a prize.

Close finishes started from the crack of the gun in the first heat. All the heats were the full distance, the riders going out one mile from West's Hotel and back to finish. Charles Schlosser, who has developed noticeably this season, led Henry Vanden Dries by four inches in 5:54 $\frac{3}{4}$. George Harris, a young Philadelphia mulatto who is going to make a rider some day, Peter Wollenschlager, H. S. Walters and Maurice Rosenblum were the "also rans." William Vanden Dries jumped A. J. Seldney near the tape in the second heat and won out by 20 yards. Ernest Bleuzat, Hardy Jackson and Frank McMillan trailing. There were five riders in the heat and five countries were "represented"—Holland, America, France, Africa and Scotland.

William H. Bussey of Brockton, Mass., gave Champion Sherwood a hard fight for first place in the third heat and the fight between this pair and Bizzari and Surman resulted in a new road record. Sherwood beat the visitor by the narrowest kind of a margin and Bizzari and Surman ran a dead heat for third place.

The surprise of the race was when Maurice Vanden Dries, the youngest member of that riding family, outrode Charles Nerent, the Roy Wheelmen's crack sprinter. Vanden Dries got to the ribbon by 20 yards, while Nerent just reached it in time to shut out I. Lewin for the place.

After the trial heats the thirteen unplaced riders competed in the consolation heat for the balance of prizes and Surman, of Elizabeth, N. J., and Bizzari, Tiger Wheelmen, had another genuine battle on wheels. It resulted in a victory for Surman by a length with the two colored riders, Jackson and Harris in this order, following.

An unfortunate accident—a broken chain—put Bussy, the Brockton crack, out of the final a quarter mile from the finish. Bussey was looked upon to give Sherwood a hard fight for the honor and his misfortune was regretted by the crowd. Henry Vanden Dries started the sprint with his brothers, William and Maurice trailing, and Sherwood behind them. William Vanden Dries and Sherwood jumped out at a hundred yards from the finish and for three quarters of the distance rode neck and neck. Twenty yards from the tape Sherwood made his bid and his winning jump carried him across the tape the two mile champion by two lengths. Maurice Vanden Dries almost tagged his brother William. Seldney was fourth and Schlosser fifth.

The score in the national contest to decide the road championship of America is now: C. A. Sherwood, 10 points; William Vanden Dries, 6 points; Antonio Bizzari, 2 points; Maurice Vanden Dries, 2 points; A. J. Seldney, 1 point, and J. M. Eifler, 1 point.

The summary of last Sunday's race:

First heat, won by C. M. Schlosser; second, Henry Vanden Dries. Time, 5:44 $\frac{3}{4}$. Second heat won by William Vanden Dries; second, A. J. Seldney. Time, 5:48 $\frac{1}{4}$. Third heat won by C. A. Sherwood; second, W. H. Bussey. Time, 5:27 $\frac{1}{4}$ (record). Fourth heat won by Maurice Vanden Dries; second, Charles Nerent. Time, 5:46 $\frac{3}{4}$.

Consolation heat won by Henry Surman, Elizabeth, N. J.; second, Anthony Bizzari, Tiger Wheelmen; third, Harry Jackson, International C. A.; fourth, George Harris, H. B. Y. Cyclers, Philadelphia; fifth, Philip Kury, Roy W.; sixth, M. Rosenblum, Roy W.; seventh, I. Lewin, C. R. C. A.; eighth, Ernest Bleuzat, Roy W.; ninth, Harry Herrman, C. R. C. A. Time not taken.

Final heat won by C. A. Sherwood, N. Y. A. C.; second, William Vanden Dries, N. Y. C. A.; third, Maurice Vanden Dries, West Harlem Wheelmen; fourth, A. J. Seldney, C. R. C. A.; fifth, C. M. Schlosser, Brower W.; sixth, Charles Nerent, Roy W.; seventh, William H. Bussey, Brockton, Mass. Time, 5:47 $\frac{3}{4}$. Henry Vanden Dries finished seventh, but was disqualified for not making the turn.

Kellogg Fastest on Prospect Hill.

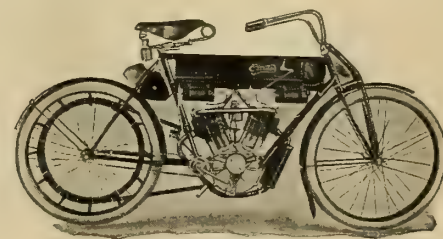
Although he was given no credit for it in the public prints, as is usually the case, Stanley T. Kellogg, of Bridgeport, Conn., made the fastest time at the hill climbing contest promoted by the Automobile Club of Hartford on Prospect hill, a three-fifths of a mile incline, near Hartford, on Saturday last, 14th inst. Kellogg (Indian), won the open motorcycle event from Walter Goerke, of Brooklyn (Indian), in 54 seconds. The fastest time made by any automobile was 56 $\frac{3}{4}$ seconds. Goerke's time was 1:09. John J. O'Connor, Hartford, won in the class for single cylinders not exceeding 30 $\frac{1}{2}$ cubic inches piston displacement. His time was 1:12 $\frac{1}{4}$. Kellogg was second in 1:16 $\frac{3}{4}$, and Goerke's third in 1:21. All rode Indians.

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CLOSING RACES AT SALT LAKE

Iver Lawson's Easy Defeat of Samuelson and Downing—Samuelson's Defeat of Downing at Previous Meet.

Salt Lake City, Sept. 14.—The most successful racing season in the history of the Salt Palace saucer track was brought to a close last night. On account of the chilly weather the attendance was cut to about one-half its usual proportions and this fact was not relished by the riders, who rode the last night on a percentage basis. The feature was a three-cornered match race between Iver Lawson, W. E. Samuelson, and Hardy K. Downing. Lawson had an easy time and won sitting up.

The race was at ten miles, paced by men on singles, and Lawson was forced to lead at the start, having the disadvantage of catching the pacemaker at every change. Hollister and Hopper did the pacing, each taking a mile. The pacemakers dropped out two and one-half laps from home and Lawson unwound a sprint that surprised the crowd. Downing dropped back and tried to pass Lawson with a rush, but he failed to connect.

The five mile motor race was good as far as it went. At the end of the first half Heagren's motor went wrong and again in

the fourth mile it "died." Samuelson went ahead and won in 6:31.

Hopper won the half mile open professional in a driving finish from Samuelson, with Downing and Wilcox trailing. Williams accounted for the two mile handicap, although Urban MacDonald made him work for the money. The summaries:

Half mile open, professional—Won by Norman C. Hopper; second, W. E. Samuelson; third, Hardy K. Downing; fourth, S. H. Wilcox. Time, 0:59½.

Three mile handicap, amateur—Won by Rodney Diefenbacher (25); second, Phil Wright (scratch); third, Parley Giles (scratch); fourth, E. Broadbeck, (100); fifth, G. Hampshire (170). Time, 6:55½.

Two mile, handicap, professional—Won by Saxon Williams (170); second, Urban MacDonald (130); third, S. H. Wilcox (120); fourth, Norman C. Hopper (45). Time, 3:54.

Five mile motor, professional—Won by T. M. Samuelson; second, E. B. Heagren. Time, 6:31.

Ten mile match, professional—Won by Iver Lawson; second, Hardy K. Downing; third, W. E. Samuelson. Time, 22:55½.

Salt Lake City, Sept. 12.—The breaking of Hardy Downing's pacing machine in the 29th mile spoiled what would have been a good match race between the Californian and W. E. Samuelson, the local crack. The race was to have been 50 miles, but after

Downing's machine broke it was shortened to 35 miles.

Samuelson gave Downing two miles handicap in the 50 miles, but the latter rode so hard that at the end of 13 miles and 3 laps, T. M. Samuelson who was pacing his brother, went blind and could not see the track. The race was stopped to allow Samuelson to get his glasses, when it was resumed where the riders left off.

Samuelson gained his first and only lap at 4 miles 6½ laps. After Downing's motor broke he hooked on behind Samuelson and remained there until four laps from the finish when the pacer dropped out and left the men to sprint for the finish. Downing unwound a sprint that Samuelson could not hold and won out by an easy length. The time for 25 miles was 37:11, and if the race had gone 50 miles the State record would have been broken by about 15 minutes. The time for 35 miles was 55:35. The summaries:

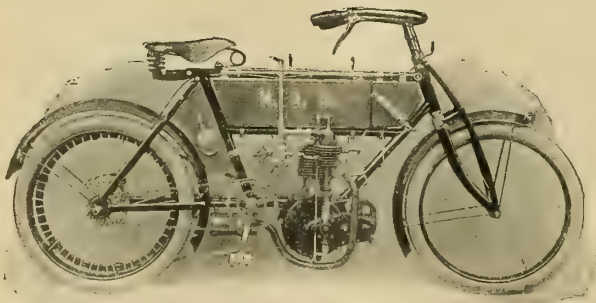
Thirty-five mile motor paced, professional—Won by Hardy Downing; second, W. E. Samuelson. Time, 55:35.

Half mile handicap, professional—Won by Saxon Williams; second, Worthington Longfellow Mitten (110); third, Benjamin Franklin Munroe (130); fourth, Norman C. Hopper (25). Time, 0:52½.

One mile handicap, amateur—Won by Ed. Mayer (30); second, A. Broadbeck (85); third, A. Crebs (35); fourth, Diefenbacher (20). Time, 1:59.

363

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Neal, Clarke & Neal Co., 643-645 Main Street, Buffalo, N. Y.

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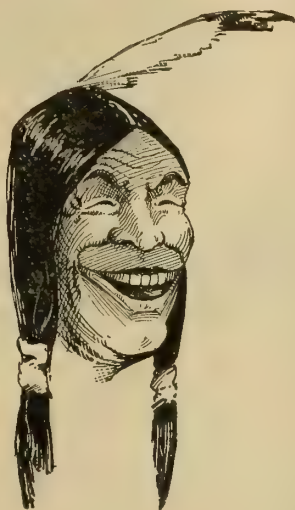
Fred Kicherer, 206 St. Aubin Avenue, Detroit, Mich.

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The Southwest Automobile Co., 529 Joplin Street, Joplin, Mo.

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The
Indian
makes a clean
sweep abroad
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his 4 H. INDIAN not only at
First-Class Certificate for
durability, but also **the**
Gold Medal for the best
appearing machine in the
recent six days' trial held by
the Great Britain Auto Cycle
Club.

The INDIAN was the only American representative in this contest.

Hendee Manufacturing Co.
Springfield, Mass.

How His Pride Was Humbled.

"Pride goeth before a fall," and "Silence is golden" and several other old saws were well illustrated in the recent experience of one of New York's most prominent motorcycle tradesmen. He was near Metuchen, N. J., on one of his latest machines, going along at a law abiding gait until he came to a hill at the top of which he saw a party of halted automobilists. So proud was he of the capabilities of his motorcycle in the hill climbing way that he thought he would give the people in the car a demonstration of speedy up-hill going. With wide open throttle he swept up the incline at a whirlwind rate and upon reaching the top he stopped to hear what comment his performance would elicit. One of the men in the car, who looked like a prosperous business man on an outing, showed an immediate interest by asking the motorcyclist how fast he thought he had gone.

"Oh, about 30 miles an hour," answered the motorcycle rider with easy monchalance, but with a distinct swelling of his chest.

"You did better than that," said the man in the automobile. "Your speed was just 32 miles an hour, and you are under arrest."

The expression and subsequent fine has made the tradesman very cautious to whom he discloses the speed capabilities of his motorcycles or gives speed demonstrations. The story likewise conveys a moral to motorcyclists generally.

New York and Philadelphia to Meet.

The annual mid-way meeting of the New York Motorcycle Club and the Philadelphia Motorcycle Club is due to occur to-morrow, Hightstown, N. J., 50 odd miles from both of the big cities, being scheduled as the meeting place, as usual. The clubs will dine together and fraternize generally.

Harley-Davidson

MAKES

PERFECT SCORE

lys' endurance run of 414 miles,
o to Kokomo and return, Sep-
14th and 15th.

r Davidson on a Harley-Davidson at all controls. Makes record time of 8 hours on return. Average of 26 miles per hour.

Harley-Davidson, the "mo-
that has endurance, and

Davidson Motor Co.
Milwaukee, Wis.

Don't worry about the
WINTER until it gets
here.

Don't wait for next
SPRING, it may never
come to you.

Remember "HE WHO
HESITATES IS
LOST."

Seek the

"LIGHT"

to help you on your way.

That's the name of the

Motorcycle

that's RIGHT in

Quality

Workmanship

Speed and Power

The WINTER will be all
SUNSHINE and the
SPRING all GOLD to
him who hustles today
for the "LIGHT."

WARNING

Don't blame anyone but yourself if you don't get the Agency for the **LIGHT MOTORCYCLE.**

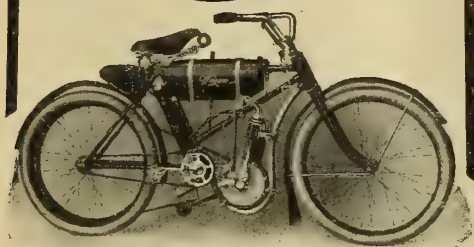
A post card will bring you full particulars, if addressed to

Motorcycle Dept.

The Light Manufacturing & Foundry Company

POTTSTOWN, PENNA.

Wagner



100%

In the Los Angeles-San Francisco 1000-Mile Endurance Run, in which only 7 of the 22 machines entered received perfect scores, there were 3 "WAGNERS" entered all of which finished with perfect scores. The only manufacturer represented with more than one machine entered to receive 100 per cent. perfect scores.

Further comment is unnecessary.

Inquiries Invited Immediate Deliveries

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Geo. V. Lyons, 2384 Broadway, N. Y. City

HIGH GRADE

wheels must have the
best equipments.

There is nothing that gives more value for
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MORSE TWIN ROLLER CHAIN



**NOISELESS IN MUD, WATER OR
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The only chain having **Frictionless
Rocker Joints**. Insist on having the
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Send for Catalogue and
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The Best for Your Money.

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Ask for Catalogue of Bicycle and
Motorcycle Parts and Sundries.
We want every dealer to have our
Monthly Bargain Book. Write us.

NEW YORK SPORTING GOODS CO.

17 Warren Street, New York.

The Week's Patents.

861,341. Speed Indicator for Velocipedes, etc. John B. Winter, Brighton, England Filed Jan. 25, 1904. Serial No. 190,478.

1. In speed indicators of the class described, an index shaft, a vehicle driven shaft, intermediate gearing for operating the index shaft from the driven shaft, said gearing including a brake wheel or disc, a brake arm co-operating therewith, means for checking said brake wheel or disc at a pre-determined point, and spring and gear means for controlling the brake; substantially as described.

861,711. Internal Combustion Engine. John Croft, Birmingham, England, assignor of three-fourths to Benjamin James Broadway, William Lingham Broadway, and Joseph Banner Broadway, Birmingham, England. Filed Oct. 4, 1906. Serial No. 337,401.

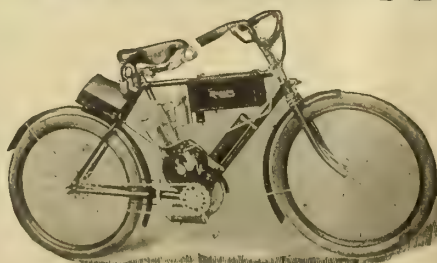
1. In an internal combustion engine, having a casing, a cylinder, and an exhaust pipe from the latter, a supply passage communicating with said cylinder and said casing, means for drawing the damp remains from the exhaust pipe and for preventing back firing, and comprising a passage provided with a valve and connecting the first-named passage with said exhaust pipe, in combination with separate means for returning fuel from the cylinder to the crank casing when working at less than full power and thereby varying the charge in said cylinder and the exhaust through said pipe.

862,500. Brake Mechanism for Hand Propelled Vehicles. Michael Murray, Harrisburg, Pa. Filed Nov. 7, 1906. Serial No. 342,407.

1. In a hand propelled vehicle embodying a front steering wheel and a fork in which said wheel is mounted, the combination of foot rests projecting from the fork, bell crank levers fulcrumed at the elbow on said foot rests, one pair of arms of said levers extending above the said foot rests, and a cross bar connecting the ends of the other arms of said levers and extending across the rim of the steering wheel, as and for the purpose set forth.

"The A B C of Electricity" will aid you in understanding many things about motors that may now seem hard of understanding. Price, 50 cents. The Bicycling World Co., 154 Nassau Street, New York City. †

MANSON



A Hill Climber

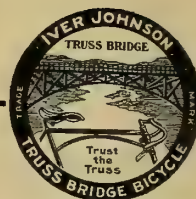
Thor Fittings

Latest performance with regular stock machine, September 2d.. Winner of 15-mile handicap, also 2 and 5-mile open, at Birmingham, Ala.. Send for catalogue.

Fowler-Manson-Sherman Cycle Mfg. Co.

43-45 Fulton St.,

CHICAGO.



Our fathers knew how to make a stronger mill dam, with half the timber, by arching it up creek.

IVER JOHNSON Truss Bridge Bicycle

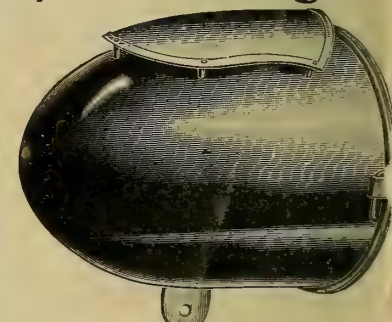
is scientific construction for strength, lightness, rigidity and easy riding.

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IVER JOHNSON'S ARMS & CYCLE WORKS
FACTORY AND GENERAL SALES OFFICE
360 RIVER STREET FITCHBURG, MASS.



Columbia Motor- cycle Headlight



6 inches long; 5-inch opening; 4 3/4-inch reflector; regular automobile lamp. Well adapted also for use on small boats, canoes, etc., in connection with the Columbia baby generator.

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most will tell you that
Duckworth Chains
are the most satisfying
chains ever applied to
Bicycles or Motorcycles
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STA-RITE

SPARK PLUGS

for motorcycles, are separable for cleaning. Double Insulating mica, Indestructible. Metric No. 48. Half inch No. 32A. Price, \$1.50. Send for complete circulars.

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